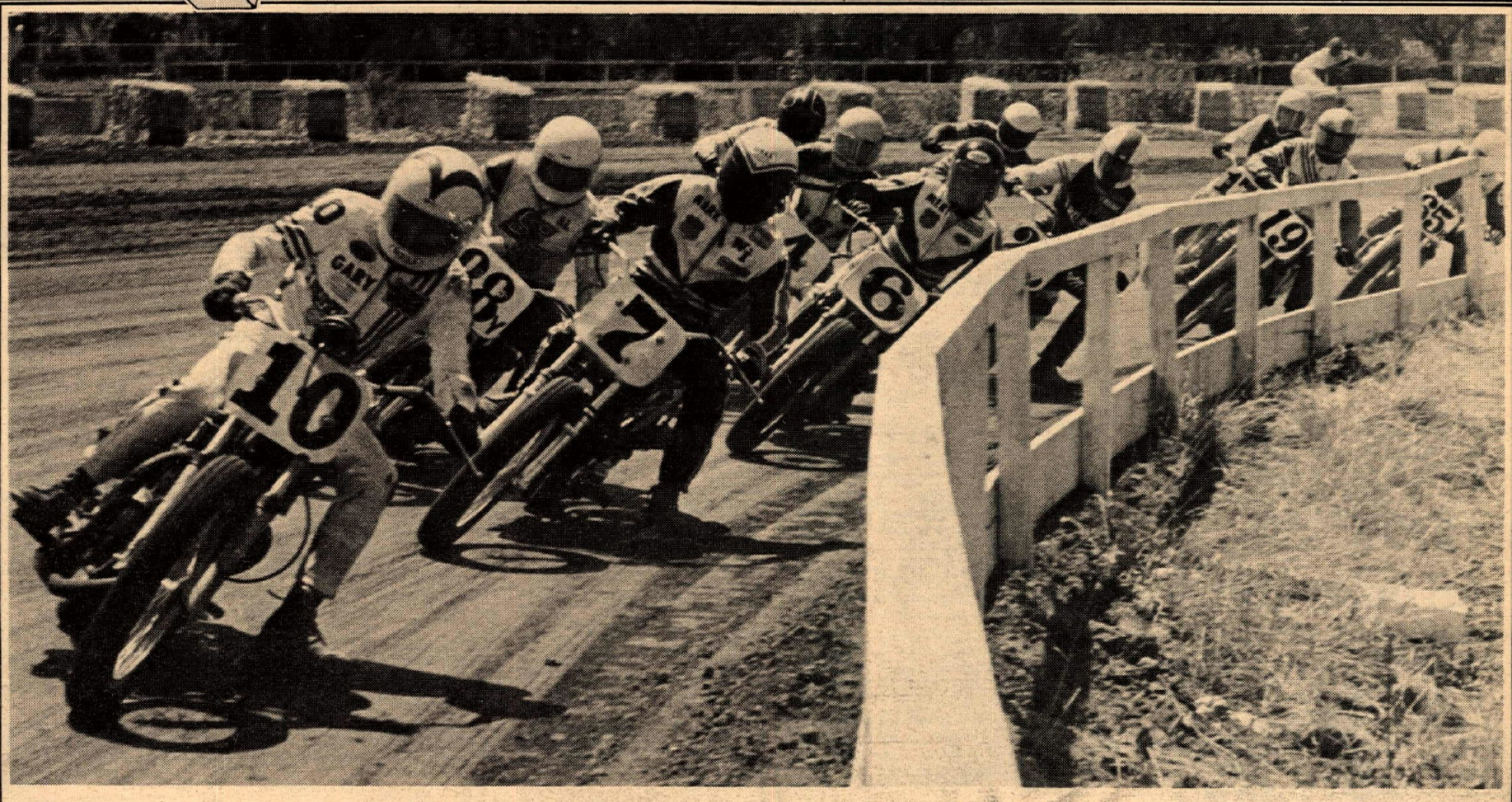
VOLUME VIII NUMBER 26 WEST July 13, 1971 PRICE THIRTY CENTS

Cycle News

America's largest and most complete weekly motorcycle newspaper



The AMA National Circuit finally reached the West Coast Monday with the annual running of the 20-Lap Half-Mile Championship at San Jose, Calif. The positions of the National Points race were assured of rewrite as such notables as Dick Mann, Gene Romero, Jim Rice, Dave Sehl, Jim Odom, Mark Brelsford reached the Main Event. A lot of surprises occurred including a near upset win by a relatively unknown to whole of America. That report is on page 18-19; above photo by Steve LeHuray.

After last week's stunning performance at Indian Dunes, another strong effort by the Americans hosting the 250cc European corps attending the summer Inter-AMA motocross series was half-way expected and it occurred again as the Yanks invaded the top five overall finishers while many of the Europeans had to settle for spots far down on the finishing list. The report appears on page 6; photo by Annie Brokaw.

CYCLE NEWS
2499 Cerritos Ave.
Newspaper
Long Beach, Ca.
90801 (213) 427-7433

WEDNESDAY, JULY 7

ACA TT/ST, El Toro (Ca.) Spdwy, El Toro, Ca. I-5 & El Toro Rd. $5 mail (7/5), $10 post. 7:30 pm. 714/774-3222.

SPEEDWAY, SRA. Kern Co. Frgnds, Bakersfield, Ca. 8:30 pm. Free parking/program. 213/793-1558.

THURSDAY, JULY 8

CMC MX, Ascot Park, Gardena, Ca. $5 post, Night. 213/323-9710.

ST, TT SCRAMBLES, Arena Park Rcwy, Lubbock, Tex. 8 pm. Hi–plains Racing Assn. 5304 48th, Lubbock, Tex. 79404.

TT/FT, Trojan Spdwy, South Gate, Ca. Night. 213/862-0229.

FRIDAY, JULY 9

½-MILE, Ascot Park, Gardena, Ca. Night. 213/323-9710.

SPEEDWAY, Orange Co. Frgnds, Costa Mesa, Ca. 8:15 pm. Adults $2.50, hi-teens $.50. $1.50, tykes 50 cents. 213/793-3927.

SPORT SCRAMBLES, American Cyn., Vallejo (Ca.) Spdwy, 8 pm. $2 ride/watch. 'C' trac. 707/644-0741.

MOVIES, Trophy Cycles. "Spotlight on Speed" Take Hwy 101, W. on San Antonio Way, Mt. View, Ca. 7:30 pm.

CLASS A ST, Cal Expo, Sacramento, Ca. 8:15 pm.

ROUGH RIDER CYCLE PARK

July 11 – Desert Turtles MX Point Run

18 – MX – $500 cash* purse and trophies

25 – Family ride day (no races, just fun)

Aug. 1 – Suzuki All Junior Day*

Aug. 22 – TRI-AM* Series Finale

* mail entry

Open daily from 4:30 pm and weekends

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*MINI BIKE COURSE
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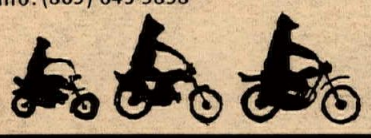
WEEK-DAYS ADMISSION & HOURS		WEEK-ENDS ADMISSION & HOURS	
TRAIL BIKES	$2.00	TRAIL BIKES	$2.50
MINI BIKES	$1.00	MINI BIKES	$1.50
SPECTATORS	.50	SPECTATORS	$1.00
CARLOAD MAX.	$1.50	CARLOAD MAX.	$2.50
4:30 P.M. TIL SUNSET		8 A.M. TIL SUNDOWN	

All Riders Must Wear Helmets And Shoes
Kids Under 18 Must Have Parents Signature.

5131 Tapo Canyon Road
Simi Valley, Ca. 93063
Mail: P.O. Box 1132, Ventura, Ca. 93001
Info: (805) 643-5858



MOVIES, Trophy Cycles, 184 San Antonio Circle, Mt. View, Ca. 7:30 pm. 415/941-7317. Free.

TT, Blue Barons. Graham Spdway, near Tacoma, Wash. $3000 purse. 1315 S. 41st, Tacoma, Wash. 98408. 206/GR 2-2402.

SATURDAY, JULY 10

MINI, SCMBA. Trojan Spdwy, South Gate, Ca. Noon. $3 post, $1 gate. 11 classes. 213/862-0229.

TT, Elsinore Race Track, Elsinore, Ca. 7:30 pm. Off Hwy. 71.

SPORT ST, Valley Cycleland Spdwy, 14 mi. So. of Chico, Ca. 8:20 pm. $2 ride/watch. 3 plates. 916/324-9302.

PRO TT, Mt. St. Helens. Box 51, Castle Rock, Wash. 98611.

PRO ½-MILE, Corona (Ca.) Raceway. $1200 purse, 8 pm. Free parking. 714/735-1705.

SCRAMBLES, Hayward. Hayward (Ca.) Spdwy. 7 pm. $2 ride/watch. 'C' trac. 3800 Depot Rd., S. Hayward, Ca.

HRA MX, 395 Cycle Park, Adelanto, Ca. $5.50 entry, no gate. Niguel Series. 7:15 pm. Camping. 714/246-6109.

SWAP MEET, Kern Co. Frgnds, Bakersfield, Ca.

TT SCRAMBLES, Yuba-Sutter. Triple-M Rcwy, Marysville, Ca. 8 pm, $2 ride/watch. 916/673-3703.

CLASS A SPEEDWAY, Trojan Speedway, South Gate, Ca. 7:30 pm. 213/923-9132, 862-0229.

SCRAMBLES, Shasta. Happy Valley Rcwy, 11 mi. W. of Anderson, Ca. 8 pm. $2 ride/watch. 916/365-7753, 365-1709.

ENDURO, Prospectors. Limed from Hwy 395 & El Mirage Blvd., Adelanto, Ca. $5 mail (7/5), $7 post. $1 per extra tream member. 1547 W. 219th St., Torrance, Ca. 90501. 213/328-5214.

ALL-JUNIOR MX, ACE. Indian Dunes, Valencia. $5 entry. Box 174, Newhall, Ca. 805/259-8000.

SAT. & SUN., JULY 10 & 11

MINIS, SCMB&KA. Saddleback Park, Ca. National championship races. $5 entry, $7.50 non-members, & $10 post. Box 1455, Huntington Beach, Ca. 92647. 714/548-0269, 646-6025.

SRA EARLY BIRD

Beat the Heat

Home by noon

HARE SCRAMBLES

Novice start 8:00 am
Beginners start 8:10 am

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Two 25 mile loops

Finisher pins 20% Trophies

Limed 7 miles north of Adelanto on Hwy 395.
For Info (714) 735-4641, (213) 370-8234.

CHANGES/ADDENDUM

SCRAMBLES by Oakland July 18 at Pittsburg, CANCELLED.

MX at 395 Cycle Park July 11 rescheduled Saturday night, July 10. Sign at 5, race at 7:15.

As of July 17, SCRAMBLES at Hayward Speedway require SILENCERS.

FT/TT at Trojan Speedway will be on Thursdays.

SUNDAY, JULY 11

ACE MX, Indian Dunes, Valencia, Ca. $500 purse to Seniors. $5 mail, $7.50 post. Box 174, Newhall, Ca. 805/259-8000.

TRIALS SCHOOL, Nickelsen, Conaway, Eggar, Bledsoe. 2 classes. 9:30-4. $4 donation. Miramar near San Diego, Limed from Genesee.

BIKE RIDE to Big Bear, from Pacific Coast Honda, 2073 W. Pacific Coast Hwy, Lomita, Ca. 8 am. 213/326-3810.

SCRAMBLES, Palo Alto. Cycle Hills, lower track. $2 ride/watch. 'C' trac.

AMATEUR SCRAMBLES, Competition. Salinas Airport, Limed from Hwy 101, Airport turnoff. Noon. $2 ride/watch. 'C' trac.

AFM ROAD RACE, Orange Co. Int'l Rcwy, El Noon. $8 post, $3 gate. Free parking, program. 213/278-7236.

INTER-AMA MX, Cyclesports Park, Houston, Tex. 250 International, 500 National. $4000 purse.

TT SCRAMBLES, Richmond Ramblers. Vallejo (Ca.) Spdwy. Sign 9 am, race noon. $2 ride/watch. 'C' trac.

MX, Cal-Am. I-80 to Harbor Blvd., No. to Hwy 16, left 3 mi. $4 entry, $2 gate. 11 am. 1325 15th St., Room B, Sacramento, Ca. 95814. 916/446-5059.

AMA NATIONAL ROAD RACE, Seattle International Raceway, Kent, Wash. 100 miles.

HRA MX, 395 Cycle Park, Adelanto, Ca. $5.50 entry, no gate. Niguel series. 10 am. Camping. 714/246-6109.

SEE JULY 10

HRA TT, Huntington Beach (Ca.) Cycle Park on Talbert Ave. $2.25 entry. 10 am. 714/246-6109.

TRIALS, PNTA. McMinnville, Ore. Turkey-rama. Box 131, Weston, Ore. 97886.

CMC MX, Carlsbad (Ca.) Raceway. $5 mail (7/6), $10 post. 10 am. Box 1402, Costa Mesa, Ca. 92626.

MIN ST, MBWWRA, San Jose (Ca.) Frgnds. $2.50 race, $1 watch. Noon. Box AE, Campbell, Ca.

MX, Desert Turtles. Rough Rider Cycle Park, Simi, Ca. $5 mail, $8 post. D-37 pts. Sidehacks. 1209 E. Norwood Pl., Alhambra, Ca. 91801. 213/282-6333.

MX, Imperial Valley. Live Oak Springs, 12 mi. W. of Jacumba, Ca. 9 am. $3 entry. Camping $1.

a merican c ycle a ssociation presents

July 7 – El Toro Speedway Short Track & TT

July 14 – El Toro Speedway Short Track & TT

July 18 – Southbay Speedway Half Mile & TT

July 21 – El Toro Speedway Short Track & TT

For further info. see calendar or phone ACA office 10-6 M-F

(714) 774-3ACA

NEW RIDERS, THE FIRST TIME OUT ARE NOT CHARGED POST ENTRY

TT SCRAMBLES, Richmond Ramblers. Vallejo, (Ca.) Spdwy. $2 ride/watch. Noon. 'C' trac.

MX, Arizona Desert Raceways. $5 post, 10 am. 1st place $20. Info: 1408 E. Granada, Phoenix, Ariz. 85006. 602/252-1900.

HARE SCRAMBLES, Desert Foxes. Limed from Lucerne Valley, Ca. 9 am. One loop trail Novs. D-37 pts, finisher pins. 213/773-5820. 338-8989.

CMC-CENTRAL MX, Crabtree Cycle Park, limed from Coalinga, Ca. $5 entry. 3 plates. 9:45 am. Camping.

MONDAY, JULY 12

MOVIES, Pacific Coast Honda. Peck Park Auditorium, 560 N. Western, San Pedro, Ca. Free. 213/326-3810.

TUESDAY, JULY 13

JUNIOR-NOVICE RACING, Chris Beck Arena, Santa Rosa, Ca. $600 purse. 408/438-3210.

MINIS, SCMBA. Trojan Speedway, South Gate, Ca. 6 pm. $3 post, $1 watch. 11 classes. 213/862-0229.

WEDNESDAY, JULY 14

ACA TT/ST, El Toro (Ca.) Spdwy, I-5 & El Toro Rd. $5 mail (6/28). $10 post. 7:30 pm. 714/774-3222.

SPEEDWAY, SRA. Kern Co. Frgnds, Bakersfield, Ca. 8:30 pm. Free parking, program. 213/793-1558.

(Continued on page 30)

regularly scheduled events

ATTENTION PROMOTERS:
For Listing in this column call or write:
CYCLE NEWS
Box 498, Long Beach, Ca. 90801
(213) 427-7433

1st THURS. OF EVERY MONTH

250 TT, 50 lap – Trojan Speedway. Guaranteed $300.00 purse. Pre-entry fee $5.00. Post Entry fee $10.00. Send entries to 5601 Southern Ave., South Gate, Calif. or bring by the track. Gates open 5:30, Close 7:00. First race 7:30. Also regularly scheduled program. For further information call: (213) 923-9132 or 862-0229.

EVERY WEDNESDAY

A.C.A. SHORT TRACK & TT at El Toro Speedway (formerly Orange County Speedway) 23001 Valencia. El Toro, Calif., El Toro off-ramp San Diego Freeway. Pre-Entry $5.00. Post-Entry $10.00. Pits open 6:00 p.m., practice 7:00. First race 8:00 p.m. ACA license required. Pit men $2.00 membership. Guaranteed Purse Sr. Classes. Admission $2.50, Jr. (12-16) $1.50. Info: (714) 744-3222.

1st & 3rd SUNDAY OF EVERY MONTH

Deadman's Point, Apple Valley, Cal. 1st & 3rd Sunday – Motocross – all classes 8 a.m. practice – 10 a.m. start – $2.00 gate entry – $2.00 race entry with membership, $2.50 without membership. Info – (714) 247-7473 (eves.)

1st SUNDAY OF EVERY MONTH

Suzuki – All Junior Days – MX, Rough Rider. $4 Mail Entry, $8 Post. Box 1132, Ventura, Ca. 93001. (805) 643-5858. Gates open 7 am, entries close 8:30. Races at 9:15. Excellent trophies and other Suzuki products.

EVERY SATURDAY

Professional TT (night) by the Mt. St. Helens M/C Club, Inc., at Castle Rock, Wash. For information write: P.O. Box 51, Castle Rock, Wash.

EVERY SATURDAY

TT RACING at Elsinore Race Track. Gates open at 3, races at 7:30. Off Hwy. 71 in Elsinore, Cal.

EVERY THURSDAY

CMC NIGHT MOTOCROSS AT ASCOT PARK

$5 post entry – 3 number plates. CMC license required. Pit gates 4:30 PM. First race – 7:30 PM. $400 purse, Experts – trophies, Juniors and Intermediates. General admission $2.95, Junior admission $1.50, Kids admission $.50. Under 8 Free. Entries close 6:30 PM.

J. C. AGAJANIAN Presents...

A.M.A. FLAT TRACK Motorcycle Races

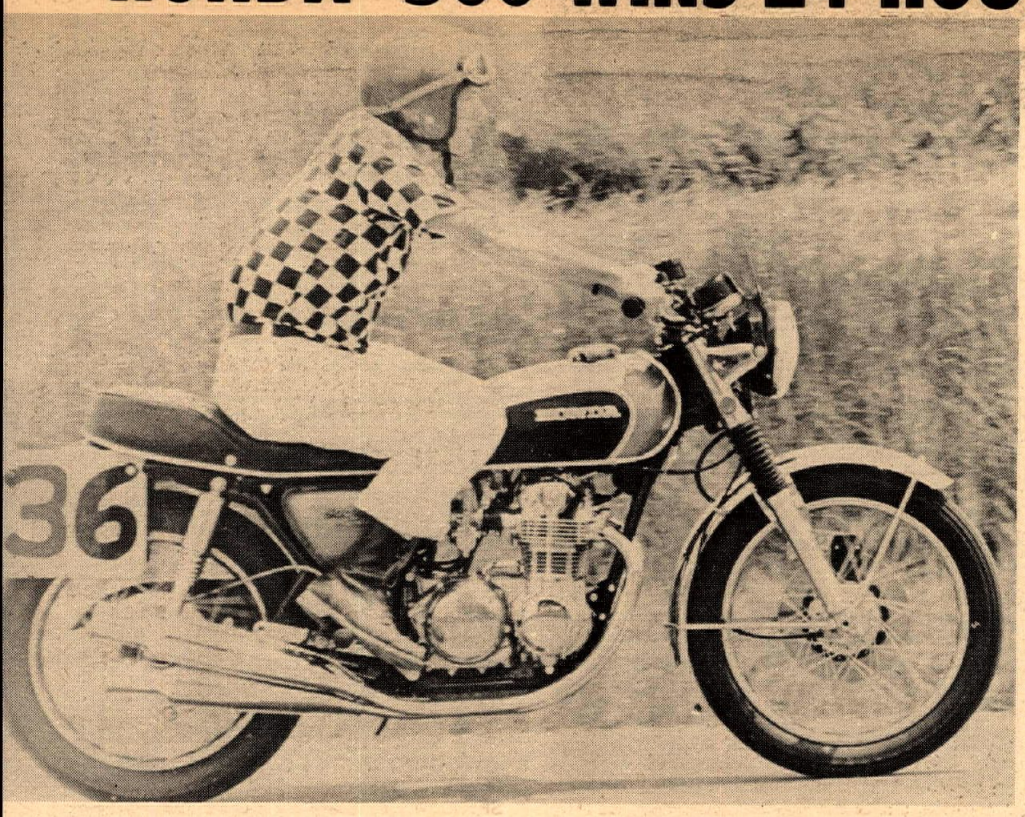
Gate Open 6 pm

Every Saturday Night 8:00 p.m.

CORONA RACEWAY

Adults $2.50, Jr.'s & Servicemen in uniform $2.00
8 to 12 $1.00, Under 8 Free — FREE PARKING

HONDA 500 WINS 24-HOUR PRODUCTION ROAD RACE



By Sharon Oxner
Cycle News East

NELSON LEDGES, OHIO, June 19-20, 1971 — Preparation, skill, concentration and team work seemed to be the key to victory here at the 24-hour Production Road Race this weekend.

On Tuesday, less than a week before the event, Cycle News had a call from a local gentleman who wanted additional information about the event. I told him that I would have to contact the promoters and return the call. After scrounging up a copy of their advertisement, I contacted the phone number listed. It so happened that the number was that of a team that was entered in the race. Well, to make a long story short I was asked to accompany the team and possibly even ride. The following evening I went up to Ashtabula Cycle Sales, The Home of the winning Honda 500 Team. (Just about the only new Honda 500-Four in captivity).

When I arrived the machine was still in crate condition and had about 153 miles on it. Other than the few miles on the speedometer the machine remained untouched by human ingenuity. The entire evening was spent measuring for a new location for footpegs and brake lever; one that would be comfortable for all riders. Handlebars were also an important topic that would have to be compromised before the race.

Handlebars were changed, footpegs and brake lever was moved, and number plates were mounted. After a quick preparation session the machine was ridden all night Thursday to put a few miles on the machine before the strenuous 24-hour.

We arrived about 10:30, a little behind schedule. Tech inspection was made and everything was GO!

Steel City Speedway, the setting for the event since its inception three years ago once again was made available to the CRA.

Twenty-five teams turned out to try their hand at the challenging course but only 12 finished.

At 3:20, riders were given the go signal and after they ran to their machines for the LeMans start, it was nothing but rough going to the end.

The number 6 team mounted on a 750 Norton took the lead early in the race and held it for what would have looked like a clear cut victory for them.

Darkness was beginning to take its toll as the fog settled down in the early morning hours. The pace remained steady, but had slowed somewhat.

I was suddenly awakened at 7:16 a.m. and informed by a very excited pit master that the number 6 team, the Norton that was ahead of the Honda 500 team by 9 laps, had crashed. The miracle that seemed almost impossible had happened. The Norton team spent 28 minutes in the pits trying to repair the damage that had been inflicted on the machine in the crash, while the Honda team charged on to what seemed almost eminent victory. Still confident, but not overly so, the Honda team kept a close watch on the Norton and also kept up the pace on the track. Finally after a rather lengthy pit stop the Norton was back on the track, trying, but never regaining the lost ground.

Every 15 or 20 laps the Norton now had to pit for oil. Their pit stops were averaging about a 1:45, while the Honda team was averaging 40 seconds. The race continued and the Honda team seemed to be the only one that hadn't crashed sometime during the course of the evening. About 10:20 a.m. Wendall Swagen crashed the Honda in the final stretch before the checkers' tower. Members of the pit crew were already half-way down the field heading toward the downed rider and machine when Wendall remounted and the machine was once again back in contention, having only lost about 25 seconds. Wendall rode a few laps and was given the pit signal so that the machine could be checked for any damage and also to check on the condition of the rider.

Everything checked out OK and a relief rider was assigned the rest of his hour. What a close one that was!

The lap counts were holding steady and everyone was beginning to feel the stress. The run continued and the teams were holding consistent. The only machine to fall out during the last hour was the Harley-Davidson team. The machine quit about the last hour and the team tried desperately to get it to run but it proved fruitless.

The 24 hour was at hand and the checkered flag was shown first to the team that had conquered the overall victory; the number 36 Honda team. After the entire field had passed the checkered flag, the Harley team pushed their machine back out onto the track and pushed it over the finish line to complete the run. The bike was mounted by a rider without a helmet, wearing a Husqvarna hat, and just as it crossed the line the machine fired. The announcer blared out in his usual manner "The Harley-Davidson Team has been disqualified for not having a helmet." All in jest, but a wonderful ending for a truly amazing race.

(Results on page 28)

NOISE: The sound that kills the sight.

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The following is the "blanket" answer to apparently all letters written to Atlantic-Richfield protesting their closure of the Pt. Richmond Hills. Many readers have sent us copies of the letters they have received in response to their own letter and in each case, each response reads as follows:

ARCO RESPONDS

This is in response to your recent letter objecting to the posting of our property near our bulk terminal in Richmond, California, to off-the-road motorcycling activities.

We would like to assure you that this action was not taken as an objection to those who enjoy motorcycling as a recreation. However, since some motorcyclists have taken legal steps in an effort to gain perpetual prescriptive rights over property adjacent to that owned by Atlantic Richifield Company, thus prohibiting the owners from exercising their rights in the complete development of that property, we feel that we have no alternative but to forestall any similar action that would jeopardize Atlantic Richfield's rights as to future development of its own property.

While we can well understand your desire to participate in the recreational activity of your choice, in this instance we feel that off-the-road motorcycling activities should be confined to land set aside for the use of the general public and not on private property. You might consider exploring this possibility with the federal government, which is the largest single landowner in the State of California.

ROBERT E. GOOD, DIRECTOR
Community Services
Western Area
Atlantic-Richfield

POINTS PROBLEM

Congratulations to Danny LaPorte for an outstanding performance in the 125 Jr. class, at the recent Mammoth Mountain Moto-Cross.

However, let me say that your article on the event does not tell it quite exactly the way it was. Danny LaPorte did not win both of his division's heat motos, he took a first in one, and a fifth in the other, then won the final. The way in which the event was scored gave him a total of 1854 points.

Now getting to Division III of the 125 Jr. class in which I rode, and won both of the division's heats, and took a fifth in the final, once again a total points score of 1854 points. So there seems to be, some what of a discrepancy in the reporting of the event. As you can see from the point totals Danny and I tied for first place in the event.

Had the race day continued on with the point system running as it had been explained at the rider's meeting in the morning, instead of being changed just before the final 125 Jr. moto, Danny's score would have left him about 275 points short of mine.

This was my first run out on a brand new sponsored Penton, and I sort of hate to see Rickman get all of the credit, especially when it is not due them.

R. BRYON FRENYEA
No. 73, 125 Jr.
Mammoth Mtn. M.C.

FALSE ADS

I question the integrity of some of these distributors who have been advertising wins in off-the-road races. For example, in the "Mint 400" race I noticed several full-page ads for a motorcycle claiming a win in the 125 class. Also, for the "Baja 500" race, full-page ads were devoted to another brand's win in the 250 class.

If I hadn't attended both of these races and hadn't been involved, I would have believe the advertising; yet by my personally being there, I know that there was no 125 class in the "Mint 400" and no 250 class in the "Baja 500" race. By these manufacturers advertising wins in these classes, they created their own race. It seems to me that it is not fair to the other motorcycles involved in their classes.

My being a consumer, I resent this false advertising; and although I respect their right to enter their smaller displacement machines against the larger bikes, I feel that they should not advertise a win in the class unless there is a specified class with other makes represented. I realize that by printing this letter you could possibly be hurting your advertising accounts, but I think the motorcycle riding public should be alerted to these phony credits for race wins – especially in some of these off-the-road races.

DOUG EVANS
Encino, Calif.

Your points have merit and in the case of an agency's ad about the Mint 400 race, you are right. As to the Baja 500 advertisement you are referring too, we can only state that it never appeared in this publication...Ed.

VOICES OF THE WEST

SILENCE KERKERS SIREN

Imagine, you are racing down the straights on a 350cc machine when some identity-seeking rider on a 750cc Norton comes speeding up from behind, his siren screaming. How would you react. My immediate reaction would be one of broken concentration, possibly leading to an accident. How can the safety-minded ACA condone the use of such devices knowing full well the dangers that may stem from its use. The natural hazards of Carlsbad Raceway are difficult enough to cope with, to be further hampered by some irresponsible rider playing games with others lives.

RICHARD SEIFRIED
No. 81

H–E–L–P!

My Federal court case challenging the constitutionality of the "helmet law" has been scheduled for trial on September 22 in Seattle. In order to have a chance of success, my lawyers have informed me that a minimum of $500 must be on hand within one month to pay for various legal expenses as depositions. Therefore, contributions will be appreciated.

JACK ZEKTZER
6308½ 18th N.E.
Seattle, Wash. 98115

You've got $100 from us...Ed.

REGARDING BAJA 500

We would like to extend our thanks to NORRA for a good race that was very well coordinated, and to all persons who assisted us during the race. Particularly the Webco people at Puertocitos and the Yamaha representative at Valle de Trinidad. Anyone having photos of bike No. 20 please contact us.

BOB SIZER &
CORKY BEHRLE
P.O. Box 1071
Reseda, Calif. 91335

WANT MOVIES

My son Ray Byers, No. 35 sponsored by Omo's Cycle Shop, Ventura, running his first Expert race, led the pack for two laps. It was too much for both rider and bike when the front axle broke on the hig hill at Mammoth Mtn.

Someone told me they have movies of the crash but I did not get their name in the confusion. I would like to pay for a copy of the film.

Please let me hear from you if you have the film. My address is 550 West Ivywood Drive, Onard, CA 93030, or telephone collect (805) 487-4974 (days) or 486-6777 (evenings).

R.A. "BOB" BYERS
Oxnard, Calif.

ALOHA

After reading your article in the June 8th edition, I was very impressed with your feelings and ideas concerning enduros, trail riding and other off-road motorcycle past times. Robert Hicks also seems to be right on with what he is doing for the Motorcycle Industry Council.

In Hawaii we have had many enduros, hare & hounds, plus many acres of usable land. But this land has become really hard to get for us motorcycle riders. There is plenty of red tape to go through, people to persuade, and these people, or some of them anyway, have things that have happened in the past still strong on their minds. There are plenty of people here that can really help persuade them, but we also need help from people who have the facts needed to prove what we say.

There hasn't been a true hare & hound on the Island of Oahu in four years and that is a long time between races. We have bi-weekly motocross, but our only legally usable track has been restricted to one race a quarter. This track is located on a U.S. Marine base. Also we have a yearly hare & hound and motocross held on the Island of Kauai which has always been great. It will be Labor Day this year. But only one good hare & hound a year is not enough. There should be one on the Island of Oahu.

KEVIN KASTORFF
Kailua, Hawaii

RUNNING THE BULLS

I have just left a motorcycle event (?) 10 miles north of the San Fernando Valley – Indian Dunes. The races had been billed as a meeting between Europe's & America's best riders. What I saw there was something totally different. What I saw was what should be advertised as the American version of "The Running of the Bulls" through the streets of Saville, Spain, the difference being that at Indian Dunes they use a motocross course for the streets and motorcycles for the bulls.

A motorcycle race was started at 1:15 (15 minutes late) and as the riders roared up the starting hill into the first few turns 2000 (no less) spectators (?) roared right after them – *on the course.* "Boy we're all going to get a better view of the next turn – watchoutforthatguyontheHusky!!" – Zoom!! Right out on the course were 2000 people – warm bodies and among this crowd, undetected, there were such things as flagmen, ambulance drivers and ambulances, and motocross racers clipping along at between 30 and 70 mph – surprise!

What happened at Indian Dunes was a disgrace to motorcycle racing...if this is management's way of allowing people to see the "action" then the course should be rearranged, not the spectators' bodies.

As a competitor in Junior races I would hope that the Indian Dunes people come to their senses and get the fans and riders not competing in the specific race at hand out of the way and behind the new fences (by the way what are they for?). The only people on a motocross course should be the riders, flagmen and necessary officials. This would exclude the casual photographer, the groupie, the hot dogger helper, etc.

Indian Dunes is a very progressive and well appointed track and in these areas it stands far ahead of its competition. I hope this criticism is heeded for the health of our sport. Good luck.

T.W. THOMPSON
Van Nuys, Calif.

Your tirade against Indian Dunes' management, most of which was edited out because of redundancy and space considerations, is admittedly justified, but it is also grossly exaggerated. Your estimate of "2000 spectators" baffles us; are you sure you didn't accidentally include an extra zero? Besides, there is quite a difference between being "on the course" and "surrounding the course". True, the specs did get in the way of emergency vehicles, but you unfairly failed to mention that the inside was cleared with full cooperation immediately after the first moto...Ed.

SHOT DOWN

In reading your reply to Mr. Weissenberger, with whom I agree, I noticed a glaring inaccuracy. The National Rifle Association is positively not subsidized by the U.S. Government. It should be, and I wish it were, but it is not.

That myth began in the hysterical days and months following the political assassinations of a few years ago. Probably created by politicians trying to blame guns for all evils, much as some politicians would now like to blame motorcycles for all evils.

The N.R.A. is the sanctioning body for all shooting events held in this country, much as the AMA is for motorcycle events. It is also a clearing house for information on proposed legislation on a local and national basis. The AMA could well emulate the N.R.A., and do us all a favor.

As a hunter, fisherman, and motocross competitor, I find myself in agreement with many of the arguments put forth by motorcycle enthusiasts, the N.R.A. and the Sierra Club. Wouldn't it be nice if we could all work together for a common good?

ART TRENKLE
Dist. 37, No. 773

No comment...Actually, it's the shooting ranges that are subsidized...Ed.

LET'S GO RACING

I would like to know how I would go about getting a license to road race in the ACA and the AFM.

I have been riding motorcycles for several years now. Although I am 16 years old, I believe I am capable of racing and doing well. Some of the young riders have been a great inspiration to me and give me courage to take the step.

DONALD RYAN
Garden Grove, Calif.

First of all, tell the ACA and AFM everything you've told us: American Cycle Association, 106 N. Claudina, Suite 312, Anaheim, Ca. 92805. American Federation of Motorcyclists, Los Angeles Chapter, Box 213, North Hollywood, CA 91603. In the meantime, our resident road racer suggests you get parental approval and an extremely reliable machine. You can't learn to race with a wrench in your hand...Ed.

Kenney's Near Win

From 4000 miles across the Atlantic, this is Snowflake bringing you the latest on AMXT news. Bryan Kenney, affectionately known as my old man, raked in a seventh and a sixth place overall in two recent meetings in France. In the last race only a 'three laps to go' electrical problem kept us from a spectacular third moto win! I would really have luxuriated in those extra bones!

Our first event, Sens, is a narrow, rocky course that threads in and out of a stone quarry and quite naturally includes a couple of abrupt drop-offs. Protruding rocks aside, the track is an experience in finding the right moment to pass. Never more than one bike length across, except on the straight, the course places a tremendous advantage on a good start. He who gets the hole shot, usually finishes up in front as did Christoph Specht, the German whiz, three times running. As official racing supporter, I saw to it that Bryan held out for a steady seventh overall.

The next event, Arras, gave our team a lot to look forward to. Right off, the old man liked the course; it was very hilly and muddy requiring much concentration, balance, and of course, luck. He contented himself with third and fourth in the first two motos behind such names as Dave Nicoll, Andy Lee and Bjorn Johansson.

In the final, the Husqvarna started out about fifth and steadily picked off the clientele, the last one being Nicoll. An American was in the lead, and the crowd was going wild. He found it quite easy going up there and was just beginning to feel confident of a win, when with only three laps to go, a weld broke loose, the coil fell off the frame, and Bryan and the bike came to a dead stop in front of the tribune. Because of this bit of bad luck, he dropped down from what would have given us a second overall to a sixth overall. In spite of this misfortune, we all felt pretty good that night.

Our next two weeks will be taken up with a couple of races in our home vicinity of LeMans. But that doesn't mean the competition will be any easier! We hope for some more positive results in the near future. Until then,

Snowflake

Bryan Kenney competing in Europe.

scramblin' around

Maureen Lee is out of the hospital and resting at home, recuperating from her recent illness. She reports that a tentative date for beginning her column will be in two issues. "I've got to get out and find out what's been happening — first," she says.

A.M.A. DISTRICT 37 BULLETIN JUNE '71

SPORTS COMMITTEE — June 3, 1971

——TT scrambles entry fee will remain as is as the recommendation to raise them was not passed by the body.

——The recommendation to adjust moto-x entry fee to $5 mail and $8 post was passed and became effective on June 20, 1971.

——Entries for the contest to design the 1972 number plate logo are now being accepted. All entries should be sent to Mike Hinshaw at 9422 E. Pentland, Temple City, Ca. 91780 no later than Sept. 1, 1971. The winner will receive his or her riding number free.

——As a result of the Great Smoke Bomb Incident on May 23, '71, Dist. 37 will try to find a substitute for this blight on society. Helium filled balloons on about 200 ft. of line will be tried in addition to the usual dirty old smoke bomb to see if it will work as replacement.

——The Lightweights M.C. have been granted a TT to be held on July 18, '71.

COMPETITION COMMITTEE — June 10, 1971

——The penalty against the Lost Coyotes M.C. and the Sandblasters M.C. for late results has been dropped.

——S. Campbell No. 732 Moto-X div. has been suspended from all Dist. 37 events for 60 days for riding a moto without proper protective clothing, for riding a moto not assigned to, and for entering the track at a point other than the starting line.

——In one of the larger storms of the season, the Spokebenders M.C. were formally chastized by the Competition Committee for error in judgment at their May 16 H&H. There was no further action as there were no rules violations.

——A protest by Rick Hutchins against the Lightweights M.C. over class C traction at their May 23 TT was denied.

MINI NATIONALS NEAR

IRVINE, CAL., June 30, 1971 — The 3rd Annual Mini Bike, Mini Cycle National Championships are scheduled for July 10-11 at Saddleback Park reports Richard Lamb, Vice President of the Southern California Mini-Bike & Kart Assoc. (SCMBKA).

There will be five separate classes of competition with the mini bike classes broken further down to four divisions based upon age.

The schedule for the weekend begins at 8 a.m. Saturday with post entry signup. After practice, time trials begin at 11 and last until 4 p.m. No entries will be accepted after the time trials have been completed.

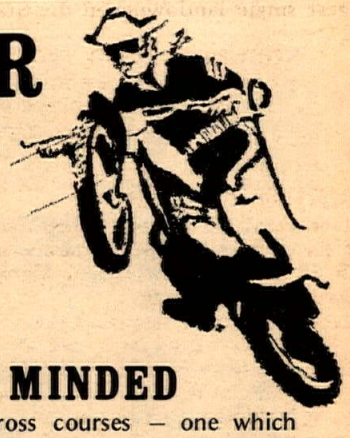
On Sunday, all bikes will have a tech inspection and then racing will begin at 9:45.

SCMBKA members will only be charged $5 entry, and on-members $7.50. All post entries are $10. For more info and entry blanks, write SCMBKA at P.O. Box 1455, Huntington Beach, Calif., 92647 or phone 714/548-0269 or 646-6025.

"ON ANY SUNDAY", WEDNESDAY

The new, improved release date for *the* film, "On any Sunday," is July 14. Bruce Brown was forced to delay the film due to a few minor imperfections that appear anywhere but in a Bruce Brown film. Call the Plaza Theatre in Westwood, Calif., to find out how long the wait in line is.

ROUGH RIDER CYCLE PARK



TO THE COMPETITION MINDED

Rough Rider offers two separate motocross courses — one which consists of rolling hills, twists, turns, jumps and berms to challenge the ability of the skilled cyclist, yet also features a second, less difficult course, aimed to please the novice and weekend pleasure rider.

WITH THE FAMILY IN MIND

Rough Rider boasts a complete mini-bike course especially designed for that "mini-motocrosser"; like its bigger brother, the course has twists, turns and jumps, but on a scale which is exciting yet safe for the "mini-champions-to-be".

TO COMPLETE THE CYCLISTS NEEDS

We also have scenic Grand-Prix trails and hill climbs which vary from the mini-bump to Matterhorns. All awaiting the energies of the Western cyclist.

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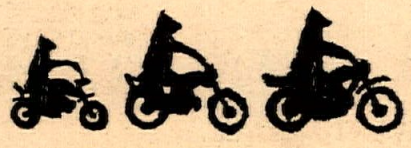
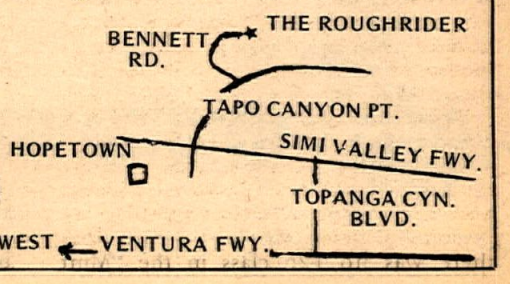




YANKS STUN EUROPEANS

By Bill Brokaw
Photos by Annie Brokaw

DENVER, COLO. July 4, 1971 – The Inter-AMA Viking Motocross series came to Denver and the locals had their day. Entered in the 250cc International class were three local riders, nine from England and Europe, and the balance of the 31 entries from all parts of the USA.

The Boulder Ridgerunners hosted the event at their Coal Creek Raceway. The weather was clear and warm. The girl watching was superb. For intermission entertainment a house burned down within sight of the track.

Dust was a severe problem since the Eastern side of the Rockies has had little rain in recent weeks. This seemed to make the riders starting efforts even more determined. With the snap of the Bungee cord it was up over the high jump, banging off one another and down around the off camber left sweeper to the roller coaster and out of sight of most spectarors.

When the riders reappeared people soon started running as if there had been a crash. But it was to gain better vantage since Denvers' own Gary Myers was in front on his Husky and charging hard. Gary Jones, Yamahas' ace, was on his heels and pressing for a pass. Myers lead held for 7 minutes. Jones passed but later fell. Rickman mounted Marty Tripes was awaiting his moment in a close third and after Jones fell he took the lead from Myers. Jones had recovered from his spill and was in third before he passed Myers on the last lap. Tripes, Jones and Myers had left fourth place Vlastimil Valek (CZ) of Czechoslovakis in the dust, along with the other overseas riders. The spectators were stunned.

Keit Fransn, Swedish Husky rider who won overall, holds the lead over DeWayne Jones.

Winner of the first and third National motos, Doug Grant, goes high.

After the put down the overseas boys got in the first 250 moto they came back with blood in their eyes; probably blood shot from the dust. Out of the starting charge came Keith Fransn (Hus) of Sweden, Valek of Czech, Jim Pomeroy (Bul) from Yakima, Chris Horsfield (CZ) of England and Barry Higgins (CZ) from Schenectady, N.Y., in that order. The most notable developments of the race was Jan-Erik Saellquist (Hus) of Sweden when he decided that dust was not much different from mud in your eyeballs and charged from eighth to third. Pomeroy dropped way back from the leaders. Fransn and his Husky, after finishing a third on the way back in the field in the first race was hitting the stride that would make him the overall winner of the day.

The final race of the day had the Coloradans jumping for joy. Denvers' Maico riding Jim Wicks took the lead with Jan-Erik in hot pursuit. After a couple laps Wicks was passed and Jan-Erik looked inspired. A huge berm had developed on a tight left from the years of racing at Coal Creek and Jan-Erik was using it in a wild fashion. It proved his undoing. In an explosion of dirt befitting the 4th of July he was down and Wicks was past. Bill Silverthorne (Hus) from Calif. nearly overtook him before he remounted. Jan-Erik started closing the gap on Wicks and the crowd went wild. Wicks became inspired by the prospect of this glamorous win and would give no quarter. That is the way it ended with Jim Wicks and Jan-Erik Saellquist far outpacing the rest of the field.

When the points were tallied Keith Fransn had won. Saellquist was 17 points behind for second and Wicks only two points down on Saellquist for third and first American. Marty Tripes was fourth and Valastimil Valek was fifth. Only 38 points separated the first five.

The 500cc supporting class put on a good show with Lars Larson taking the win for Husqvarna making it obvious what an experienced cool head can do. Colorado's John Meyer on another Husky was a few points behind Lars for second also with a consistent performance that is hard to beat. AJS mounted Doug Grant impressed the crowd with convincing wins in the first and third motos but tipped over on the first turn of the second moto which proved disastrous to his chances of a win. He finished third in points.

Jan-Erik Saellquist went down in the final moto but took second anyway.

(Results on page 28)

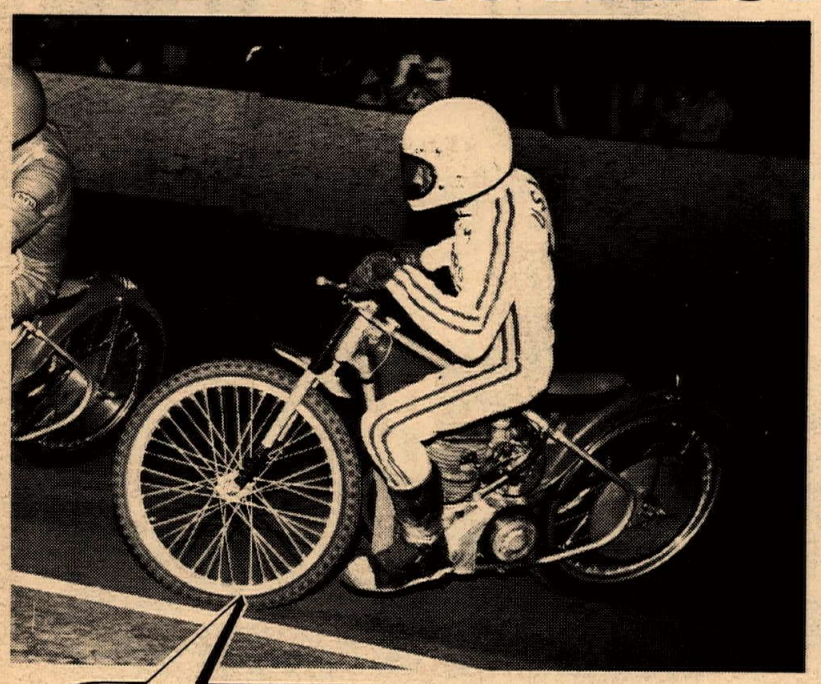
INTERNATIONAL MOTOCROSS SERIES

Since 1964, successful International Motocross events have been run in New Zealand. For some years, three overseas riders chosen from England, Europe, U.S.A. etc. have been contracted to compete in the events. Such well known names as Jeff Smith, Dave Bickers, J.N. Roberts have all been successful candidates.

However, as with all events of this nature an organizer for the series is required. Former organizer, Tim Gibbes can give anyone interested full details and support. Finance for organizing and running of the series is already available, together with possible sponsorships and proposed International rider prospects.

Anyone – whether he lives within New Zealand – or outside of the country, interested in becoming the professional organizer of further New Zealand International Motocross Series is invited to contact the Secretary, Manawatu Orion Motor Cycle Club Inc., P.O. Box 491, Palmerston North, New Zealand.

Mike Bast Wins!



Mike says: –(*A direct quote from Mike, himself!*)

I hadn't won a main event this year . . . and then I switched to a Safetech Helmet . . . and I won because:

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Opening night at Ventura Fairgrounds, Mike Bast and his brother Steve went 1–2 in the Main using Safetech total coverage helmets.

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International Report...

Despite the persistent rumors, John Banks is not yet ready to leave BSA. England's 500 world motocross title hopeful had expressed disappointment in the four-stroke's performance and said some pleasant things about CZ, but after taking third overall at the East German Grand Prix June 27 it looks as if Banks and Beeza are going to stick it out....Bengt Aberg and Ake Jonsson fought furiously at both the Russian GP and then the East German round, with Aberg finally pulling out his first title championship win of the season in the latter. Point leader Adolf Weil and runner-up Roger deCoster both broke in that one....MV has built a new 350, thanks to the ever-increasing success of the Yamahas. It's got four cylinders and 65 horses. In the meantime, Phil Read took his third straight 250 win at the Dutch TT June 26, looking much like the next world champion. Read led Giacomo Agostini in the first few laps of the 350 before Ago blasted him. Ago and MV also won the 500 TT, natch....Rolling Stone's supercrooner Mick Jagger just got himself his first scooter, a BSA Bantam....Three times world champion Ivan Mauger retained his British speedway crown with room to spare....Suzuki scored a boffo 1-2-3 sweep at the Dutch Grand Prix with Olle Petterssen taking the win. Joel Robert placed second, being troubled by that bothersome back.

FIREWORKS ACCENT DEADMAN'S FOURTH

By Dave Brown
Photo by Elmer Palmer

APPLE VALLEY, July 4, 1971 — Deadman's Point had a light turnout today with many people enjoying their three day weekend with other forms of recreation. The 131 riders that came received plenty of riding in the warm desert sun. It was one of the first *hot* days this year but the light wind kept it comfortable. One thoughtful soul brought along his fireworks assortment and Saturday night he gave everyone a display, including skyrockets, Roman Candles and all the goodies one may no longer buy.

Sunday started with a bang (no pun intended), with two riders hurt in practice. Ed Hartman received a broken leg for his efforts.

The 100-125 Intermediate-Senior class had some great racing. R. Boten took his Yamaha to the 100 Senior win, but he got some competition from Jerry Ragsdale on his Suzuki. While Jerry was heading for second in the 100 Intermediates, he managed to win the third moto overall, beating the 125 Seniors. Jim Harwood captured the 100 Senior class on his Hodaka. That's a good start for Jim on the second "6 month series" as he had garnered second place overall in the first series, losing to Rex Staten by only 57 points.

The 125 Intermediate win again went to local ace Jim Travis aboard his Yamaha, with three firsts. Penton-mounted Mike Garrett captured the 125 Senior class, as he managed to stay in front of second place Glen Ferris on his Yamaha.

The 250-500 Intermediate Senior go saw some fast action with Chuck Wayner taking his Husky to the 250 Intermediate win. The 500 Intermediate class went to Jim Robinson on his big Maico. Ken Bowser riding out of Yamaha of Fontana managed to win out over Rex Staten when Rex unloaded hard in the third moto. This was Ken's first ride in the 250 Senior class, so it was a good job aboard his CZ.

After the races, the trophies from the previous race were passed out in the hall in the Western Village which is a permanent part of Deadman's Point. A new band was present for entertainment and anyone who didn't stick around missed a good time.

THANKS FROM HBCP

As the bikes roar across the finish line at the last TT race, Sunday, July 11, the checkered flag will drop on Huntington Beach Cycle Park. The lease is up and the land has been sold. To the city of Huntington Beach, thank you for your confidence in us and our sport. We sincerely appreciate the many people who have helped us through their efforts and support over the years. A very special 'thank you' to all the riders we have been able to serve. There are lots of good memories and hours of bench racing at Huntington. HBCP has brought us many good friends, lots of good times, and the best in racing....and that is what we call success.

DONALD AND HOPE ENGLAND

Urban, Rush Dominate Small CMC Contingent

By David Swift
Photos by Dennis Swift

POMONA, CAL., July 4, 1971 — A mere 125 riders signed up today, a fraction of the usual CMC contingent. Even official Kelvin Franks found himself ticking off laps because the regular score-keepers had taken a vacation.

Billy Urban shows the hot stuff to Rick Burkey, who isn't paying much attention at this moment.

Bill Urban wandered around, wondering who he was going to race. Dave Davis was the only other 125 Expert to sign up and he retired after the first moto. Since Billy was running in a pack of Intermediates, Stu Peters stepped on his tail at the start, giving him some catching-up practice. As it turned out Urban gave a few hustling Int 's impromptu lessons on "braking deep into the corner" and "unicycling up hills when other people can't even find traction". Bruce Wygal was the top 125 Intermediate but Rick Burkey got some special attention from Urban in the last round, definitely getting his money's worth.

Besides Urban, the most decisive win of the day belonged to Steve Wright, a 100 Junior. Wright powered his Hodaka to an early lead each moto and accumulated much yardage before settling back for the final laps. Very smooth.

Brian Lendl won the final two motos of the 500 Everybody, losing the first to his pal Cliff Bean, an Intermediate. Expert Lendl and Bean would race hard until they tired, then motor the final laps patting each other on the back and stuff like that.

Jim Hoover (927) wrestles around a corner while staving off Gary Whitehead's charge.

Bob Rush, Intermediate Gary Whitehead, and CZ ace Jim Hoover clattered for the lead of the 250 combined all day. Hoover kept his lead nailed shut in the first race until he turned a corner quick enough to break off his shift lever. Whitehead got around him, but Rush ran out of time. Rush, a 17-year-old Oregonian, made a splendid showing the next two races, however, to take the top Expert spot.

(Results on page 28)

14 straight WINS !
TEAM Rickman
AT CMC's THURSDAY NIGHT MOTO-CROSS MEETINGS AT ASCOT PARK IN THE HOTLY CONTESTED 125cc CLASS, IT HAS BEEN 14 WEEKS SINCE THE RACING BEGAN, WITH 14 STRAIGHT WINS FOR THE TEAM RICKMAN BOYS, JEFF WRIGHT AND BRUCE BARON

... and the Beat goes on for Micro 125's

NEWSFLASH! ASCOT PARK, CA. JULY 1st. Tops again in the 125cc Senior Class at CMC's Thursday evening Moto-Cross races, Rickman Micro 125 Metisse totally shut out the opposition in the first moto with a 1-2-3-4-5 sweep at the checkered flag! Dominating the class, the Rickman Team bikes, ridden by both Bruce Baron and Jeff Wright, have won every event since the CMC series began in early April. Are the Zundapp-powered machines unbeatable? Who knows? Nobody's been close enough to tell... It was Rickman again in the 250cc class, when the Montesa-engined 250 MX bikesfinished the first moto 1-2-3-4 and .....

... Need to know more? Drop in at one of the hundred or more dealers nationwide who are prepared to sign you up with TEAM RICKMAN and find out the full skinny on what it takes to win, week after week after week. Get with Micro 125 Metisse... winningest RICKMAN of them all!

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Cycle News North

250 Amateur Scott Pepper at Cal-Am.

Cranke Sweeps Two at Cal-Am Motocross

By Bruce Young

SACRAMENTO, CAL., June 27, 1971 – Carl Cranke, Expert motocross rider in this area, ran away with the two-class win very easily by jumping into the lead from the start and never being challenged again.

Cranke, riding a 250 CZ and a 400 Hus., didn't seem to be a bit worried by the large turnout of Amateur and Expert riders that showed up at the first of a series of summer motocrosses to be held at Cal-Am Raceway during the next two months.

There were 382 riders that signed up to ride one of the best tracks that has been run at this location. The spectator crowd grew to near 600. The only thing that did arise during the day was the age old dust that was brought on by a wind that dried out the track a little during the day. This was more of a pit problem than a rider problem because most of the riders seemed to think that it was a fine day of racing. There was overnight camping available and green grass to spectate from.

In the 125cc Am/Ex. event, Dave Longcour ran away from the pack. Right on his tail all day were two up-coming young riders who pushed their trusty Pentons into second and third and held a steady pace all during the day. Kevin Henry and Rick Clement the two riders above mentioned pushed each other all the way and ran away from the rest of the pack but could not quite catch Dave.

In the Novice races the two riders to shine during the day were Chuck Shipman of the Polka Dots MC in the 250 Div. I and the one and only Pat Smithson on his trusty Husky. Each sped on to win all three motos.

In the 250 Am. event the big star was Scott Pepper on his CZ. And in the 250 Expert, Carl Cranke riding a CZ, led all the way in each moto. Jim Miller did get a shot at Carl a couple of times but was unable to gain the lead. Again in the Open Expert race came Carl to also win overall all the way.

(Results on page 28)

Carl Cranke is back and winning.

Gennai Twice at Vallejo...

VALLEJO, CAL., June 25, 1971 – John Gennai arrived at Vallejo Friday night in tow with a broken car engine in his van, a new piston threatening the lower end of his 250cc Bultaco, and with a gee whiz attitude like a young Romero. He zapped a swift Pat McCaul in a 250cc Expert heat race, ditto in the final. Defended his wheelie champion title during intermission and cleaned the 650cc Expert class final on Chuck Hixon's Triumph.

Pat McCaul, on an extremely fast Ossa, and Gennai ran an excellent race in the heat with McCaul leading and Gennai challenging. In the closing laps they were crossing the jump together and then on the final lap McCaul fell in the north corner. With all expert "A" riders transferring to the main, gain it was Gennai and McCaul with Gennai winning by a wide margin.

Gennai led wire-to-wire in the 650cc Expert final with feet up slides and high jumping on a machine he obviously likes.

In an experimental race, Experts were permitted to elect a 250cc Expert B class when signing in on the assumption that some would like to race for fun without getting sandwiched between the black plate seekers in the regular point races. Jerry Cochrane from Napa won the B class non-point race.

Lee Gillispie riding his first race as a Junior, led the 650cc Junior several laps before being overtaken by Phil Anderson.

The 200cc Junior final was very close with Chuck Kole overtaking Bill Wilson for second while George Combs led by a narrow margin.

Kirk King took the 350cc lead from Ross Ross on the fourth lap and then Tim O'Brien moved by Ross for second.

Vallejo had an excellent race program with about 250 riders, 800 spectators and a fast track that has never been smoother.

(Results on page 28)

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...and Once More at Martinez Marina

By James Brammer

MARTINEZ, CAL., July 3, 1971 – In a silencer-required scrambles at high noon Saturday on the Martinez Marina, Mike Kane passed Chuck Morrison to move into second place and hold that spot to the finish in the 100 Novice class of races held by the Hi Hats Motorcycle Club. Kennedy was Suzuki mounted and continuing with Suzuki, Rick Huggard led start to finish in the 125cc class over Penton-mounted Bob Stuscavage. George Kalamaras overtook Mikey Lane to win on a Bultaco in the 175cc Novice Final.

Phil Anderson, Montesa mounted, was passed in the 200 Junior final by Glenn Turman in the last corner a few yards from the finish line, but Anderson recovered his lead when Turman came out of the corner wide.

The hottest action was in a competitive field of 250 Novice riders. Martinez dealer Bob Marazzani led the early laps with Mike Sexon in second. John Davis came from way back to pass Bill Littlejohn and Marazzani to take the lead. Littlejohn also passed Marazzani to finish second.

Riding silent AJS's both the 500 Novice class and the 500 Junior class were easily won by Kent Johnson and Darrell Courtright.

The 250 final was a wild one while Mark Lane had the lead secured, Pat Lane was trying unsuccessfully to get around Harley-mounted Tom Fleming in second.

With most of the Expert riders working in motorcycle shops on Saturday mornings, Gennai could only extract 3 points from the one race. He won a 650 race on Chuck Hixon's Triumph over BSA-mounted Rod Norgaard. Gennai removed his 250 Bultaco from the track only to win the wheelie contest.

In that contest where many riders were having trouble getting the front wheel off the ground, Gennai rode out of sight around the scrambles course with the front wheel lifted to a critical angle only slightly off 90 degrees from the ground.

(Results on page 28)

PALO ALTO SCRAMBLES

The Palo Alto M.C. will return to the lower track at Cycle Hills on July 11 for an AMA sanctioned Scrambles. With no other scrambles scheduled for that day in the area, the battle for District points should be fierce. The likes of National Scrambles Champion Jim Foley running into current point leader John Gennai are great and spice it up with Mike Renslow and Rick Hocking and you have quite a dish to watch. Action will start at 12:30

NORTH VS. SOUTH HILLCLIMB

The Campbell M.C. and Carnegie Cycle Park near Livermore, Calif., will be the next spot for the meeting of the best hillclimbers in California. Last month, the north went to Saddleback Park and were barely beaten.

Scheduled to meet the likes of Jim True, Manuel and Albert Ponti are four of the south's best hillclimbers in an event scheduled to be run during intermission of the regular AMA sanctioned Hillclimb. An added extra attraction will be open exhibition where the fueler spike biters will be allowed to show their stuff. Action will continue all day, Sunday, July 11, Canegie Cycle Park.

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Fridley Hurt at Clackamas

By N. A. Williams

CLACKMAS, ORE., June 19, 1971 – 103 riders took to the track for tonight's races. The track was in excellent condition and the races were fast with few riders down.

Spirit was gone from both the crowd and the riders after Milt Fridley was badly injured in a spill at the start of the Open Class Semi. (Fridley was later reported in good condition.)

The mains were run off in good time with most of them going according to the predictions, except in the 200 A Main. Jim Curtis (Bul) and Ron Denny (Bul) were battling it out for first place when up came Chuck Brown (Yam) and swooped right past both of them to take the win.

Ricky Graves placed first in the 250 Trophy Dash and A Main on his Bultaco and rode his Kawasaki to a first in the 100 A Main. He was second in the dash in the 100 class.

(Results on page 28)

Doug Ringer leads Jeff Calorie (32).

NORTH BAY M.C. DONATES $1400

By James Brammer

SANTA ROSA, CAL., June 26, 1971 – Mike O'Brien, pulling wheelies out of the corners on a hard packed surface at the Chris Beck Arena, won the 250 Expert final in the North Bay Motorcycle Club's third Amateur short track program of the year. The previous winner Fenn Pervier held strong for second while Breen Hofman passed Ron Davis for third.

On an exciting machine set up for speedway style short track with a Triumph engine, Greg Ferguson from West Sacramento, riding in speedway stayle, easily won the 250 Novice final. Another Triumph from West Sacramento mounted by Jeffrey Sierck finished third in the same race breaking Bultaco's hold on the 250 class.

John Taylor moved up from fourth to win the 125 Novice Main taking the lead from Ron Baxman with 2 laps remaining.

During intermission, Mary Kice, the head teacher from Grace Reese Development Center for Handicapped Minors accepted a check of over $1400 from the North Bay Motorcycle Club representing the proceeds from a benefit short track program of May 15.

(Results on page 28)

Bellina Sweeps Sporty Forties

By Gary Deaton

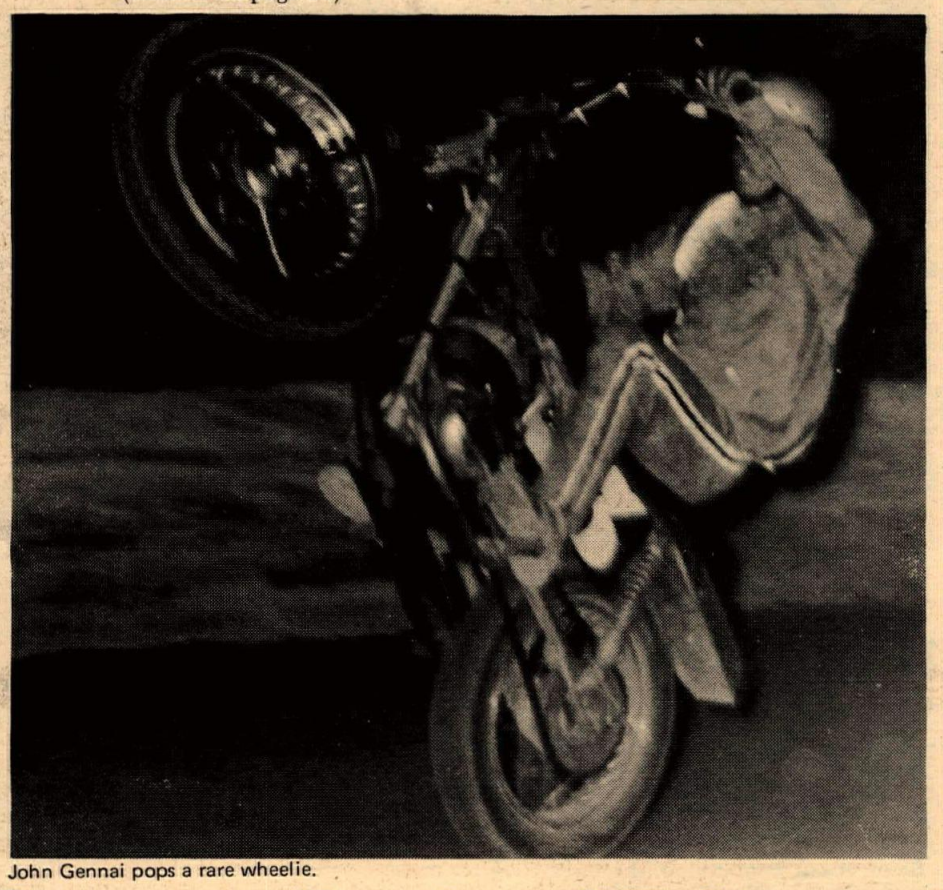
SALINAS, CAL., June 20, 1971 – Dave Bellina swept the 40-inch class in the Competition M.C. of Salinas' second race of the season. The club has a super-fast track, but for the second time in as many races the turnout was poor.

The race was run motocross style again with three heats in each class. Keeping track of winners got confusing at times but no one could confuse the winner of the combined 650cc class. Bellina had to work for his win though as he started the first heat from the penalty line thirty yards behind the pack.

Bellina finally worked his way through the rest of the pack just a lap and a half from the finish and won pulling away. The third heat found Dave getting a bad start and going into the first turn in fifth place only to exit the turn in second place. Dave passed Sunny McCollough before the lap was over and it was all over for the rest of the riders as he pulled further away with each lap. Dave is a great showman sliding all over the track, including the straights.

(Results on page 28)

Dave Bellina (101) and Rick Brown in tight battle.



John Gennai pops a rare wheelie.

Baker Plays Catch-Up, Wins

By Dick Sjoboen

GRAHAM, WASH., June 25, 1971 – With his hard-charging, slick-sliding style, first year Expert Pat Marinacci was in front all the way as he won the 12-lap Main Event. Marinacci (Tri) also handily won his heat, and qualified fastest at 18.61.

Graham Expert point leader Emil Ahola (Tri) took the win in the Trophy Dash. Unfortunately, rain throughout most of the week accounted for a poorly-conditioned track and a poor turnout of both riders and spectators.

Graham Junior point leader Randy Skiver (Tri) took all honors in his division. After qualifying at 8.96 (fast Junior), Randy won his heat, the dash, and finally, the 10-lap finale, edging out Don Lipp (Yam) in a very close finish.

As might be expected, Graham Novice point leader Steve Baker (Yam) took the win in the eight-lap Novice Main Event, but he did it the hard way. After falling in the fourth lap of his heat, Steve got up and finished well enough for a last row position in a Novice semi, where he took a first. In the Main it took Steve three laps to come from the back row to the number one spot. Sam Martin (Bul) squeezed out a win over Jim Pomeroy (Bul) in the Novice Trophy Dash.

(Results on page 28)

Oregon Begins ST Season

By Janis Randall

ALBANY, ORE., June 20, 1971 – Ashbury Park has been running for four years, and this is the first year that the Pathfinders M.C. has utilized the oval track, which measures just over ¼ mile long. It is a fine high speed, sliding oval track, which has seen the likes of Mark Williams, and current Junior whiz Randy Scott. Also, most So. Cal. fans will remember Lee Stumpenhaus, the "Trojan Terror", and will be happy to know he is still up to his winning ways. Now Kawasaki mounted in the Open class, Lee's luck didn't hold true today as he fell off (a rarity) while making a bid for first in the Open Main Event.

In today's races, some of the highlights involved a young lady named Diane Cox, who rode three classes, 100, 125, 250, and was flat swooping the boys. Although faring well in her heat races, her best showing was in the 250 class where she won the C Main running away from six men (no offense, boys).

The 250 A Main was a runaway for Suzuki mounted Bill Oliver, who also won the 125 A Main, and the 250 Trophy Dash. Bill's younger brother Rick also had a good day in winning the 100 class Trophy Dash, and placing third in the 100 class A Main. He must be following his brother around, because he sure is going fast. Not to slight the other 250 A Main riders, but following Oliver at a respectable distance were Don Smith on a Maico, Jack Heater on a Bul, and Mike Bailey on an Ossa.

The Open class was interesting in the variety of machines competing. Stumpenhaus's 350 Kawasaki, Don McShane's 40-inch Triumph, Leroy Haven's 500 Gold Star, a 40 inch Yamaha, and a host of other machines. The winner of this class was McShane, followed by Haven, and Steve Schoonover, Triumph.

Asbury Park also runs weekly Friday night TT races.

(Results on page 28)

baja wins again!

Dual European Scrambles
July 4, 1971
Chargers M.C.
100 Expert Class
1st – Mitch Mayes – BAJA 100
2nd – Terry Clark – BAJA 100

So. Cal. M.C.
1st – Terry Clark – BAJA 100
2nd – Mitch Mayes – BAJA 100

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Brooks Captures Perpetual at Archie Clark Memorial

By Ann Carr

LODI, CAL., June 20, 1971 — Approximately 1200 sunbaked spectators were treated to a great show today at the fourth annual Archie Clark benefit for cerebal palsy. Although the turnout was small for a benefit — 230 riders — those riders present charged hard for the "super" brass donated by local businesses.

Novices totalled 125, Juniors 51, and Experts 54 and all struggled over the slippery oval in 29 heats, six semi-mains, and 18 main events for a total of 55 trophies ranging in height from 28 to 48 inches.

A and B semi events were staged in the 250 Novice and Expert classes so as to eliminate as few riders as possible the first time through.

A 650 Expert, Jim Brooks, captured the 40 inch perpetual trophy in a hard fought battle with Elmer Gantry. "Parson" Gantry held off Brooks for six laps before going wide in the north turn and allowing Jim's BSA to slide by. In an effort to catch up Gantry again went wide around the pit turn and upon coming back into the groove knocked District 10 Bud Smith out of the running. Gantry stayed aboard for a second place finish.

"Old Man Huff", Lodi's perennial "show 'em how to do it" guy, took the lead in the 500 Expert Main in the third lap and was never headed. Mike Renslow, aboard John Gennai's 360 Bultaco, gave chase but could never catch "the old man."

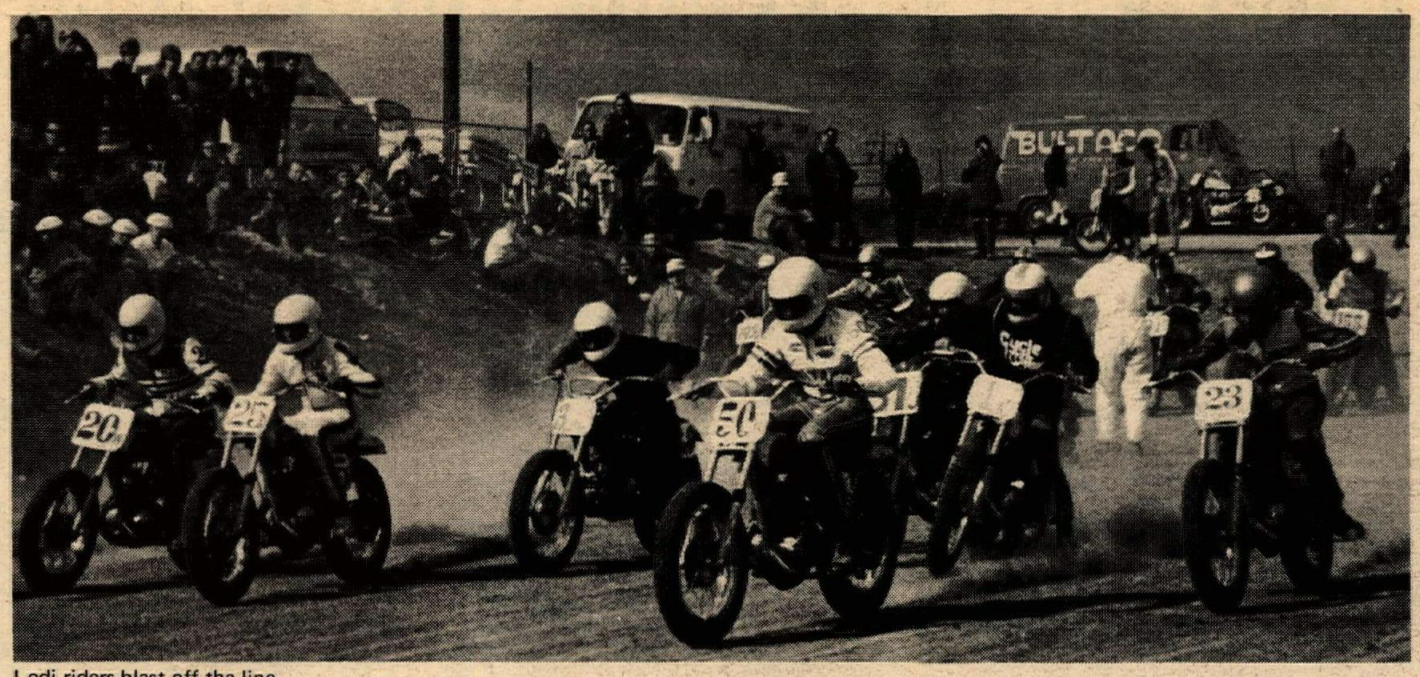
The 350 Novice class witnessed a walkaway by Roger Houston aboard a Honda. Roger powered to a half a lap lead over the field after the eight laps. The real battle was for second place as this position exchanged hands three times before Gerry Carr's Big Horn outlasted the Hondas of Tom Murphy and Glen Hall.

As usual the 250 classes provided many chills and spills. Expert Pat Hennen slipped into the lead on the second lap and was never overtaken. Gary Lozano and Mike Renslow swapped places several times before Lozano took the checkered ahead of Mike.

The Novice 250's held their usual destruction derby in the heats causing numerous restarts, several irreparable bikes, and a couple of broken bones. Ron Boley's Yamaha, James Joy's Montesa, and Howard Arcuri's Bultaco survived the main to finish 1-2-3.

A day's racing ended shortly after 6 p.m. (a day prolonged by several ambulance holdups) with the 100 Novice Main on the reversed program. Jack Arnold skirted around Ron Foley on the second lap and pulled away for the win. Floyd Davis' reworked Honda never could get up steam on the very slippery track and finished a strong third.

(Results on page 28)



Lodi riders blast off the line.

Gennai Still in Point Lead

San Jose's John Gennai is still well in the lead in points for District 36 with 113 as compared to second place's 84. Gennai has been able to maintain a constant run each weekend out of the last four with National Scrambles Champ Jim Foley. Foley has been hard pressed to keep up his Number One plate, but can no way be considered out of the running. With three races a weekend, one little mistake could be a costly one. When the two race together, which is rare, Foley seems to have the better results.

Third place is still held by Bill Budde of Castro Valley, only Bill is out for some time now with a broken wrist. His point count of 61 is only two ahead of Mike Renslow's 59.

Top 20 on page 28.

36 SETS NEW POLE RULE

At a Saturday meeting of the Competition Committee of District 36, a rule affecting the lineup of races was passed, giving the pole-sitter the advantage of taking any position he wants on the front row. Only the pole-sitter has this option while the rest of the front row would line up in their normal spot.

Burres Stops Joyner Sweep

By N. A. Williams

CLACKAMAS, ORE., June 11, 1971 — It was cloudy tonight and both rider and spectator count was down. The purse was $1300 and 59 riders were here to try for a share of it.

Overall fast time was turned in by Chuck Joyner at 15.46 seconds. Chuck won the first Expert heat race nicely and it looked as if he was on his way to another win in the big event.

The Expert Dash started out pretty good but looked as if Joyner was having a little trouble as he started dropping back. By the end of the three laps he was in last place.

In the Main Sonny Burres (Tri) took the lead at the drop of the flag and held it all the way. Bill Elder (Tri) had second place until the halfway mark when Joyner (Tri) passed him for about a lap. Elder came back strong to regain the second spot.

Although the Junior class was missing two of its best riders, Randy Scott and Gary Kapus, they put on one of the best races yet in this class.

Neal Hulet (Tri) had fast time for the Juniors and won his heat race handily, after Mike Hannula (Tri) went down trying to pass him.

Neat finished second in the Trophy Dash which was won by Mike McCall (Tri). Mike just recently started riding the Triumph — he had been riding H-D. Mike had won his heat race and after the dash went on to take first in the main.

This main was stopped early when Terry Nieman and Mike Richardson went down hard in the west corner and were thought to be injured. Both riders were up okay after catching their breath.

The Novice class had a smaller turn out of riders this week and some riders made the main for the first time.

Forest Hiner (Bul) had it all his way as he first won his heat then the trophy dash and still had steam enough to win the main event. In the Dash and Main Hiner was being chased by Dave Ditter (Yam), who put on a good race. It looked like he had Hiner a couple of times but it just didn't happen and Dave had to settle for second place in both events.

Dwane LaPore (Hon) finished third in both the Dash and Main.

(Results on page 28)

New Track Opens for Central California

By James Ferguson

COALINGA, CAL., June 20, 1971 — Today was the first time that a motocross had been run at Crabtree's Cycle Park, which is a new track located about 18 miles northwest of Coalinga set in a canyon with a lot of oak trees and a few pines to give plenty of cool shade. The side of a mountain is used for the major portion of the track then running down in a little valley and there crossing a stream a couple of times which gives the riders a good sampling of mud. Anyone riding the course would certainly have to agree that there is a good variety of terrain which also makes for a great motocross course. Being about a mile long, the track gives the riders a good workout.

The heat was somewhere in the 90's but it was only comparable to the competition. The 250 Juniors put on the hottest battle except for first place with Steve Edmonston (Mai) opening up a big lead and riding smooth and fast for the overall win. Edmonston, however, didn't win the last moto; after gaining his usual wide lead something happened on the mountain, and Tim Kochheiser (Ossa) had the lead and held it to take the finish flag first.

In the 100 Junior class Mark Franklin put Honda out front and stayed there for the overall win with second going to Randy Cochran mounting a Hodaka.

All who were there were quite excited with the new track and are looking forward to riding there at least once a month in the future.

(Results on page 28)

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also: John Lomanto — Triumph
Manuel Ponti — Bultaco
Albert Ponti — Triumph
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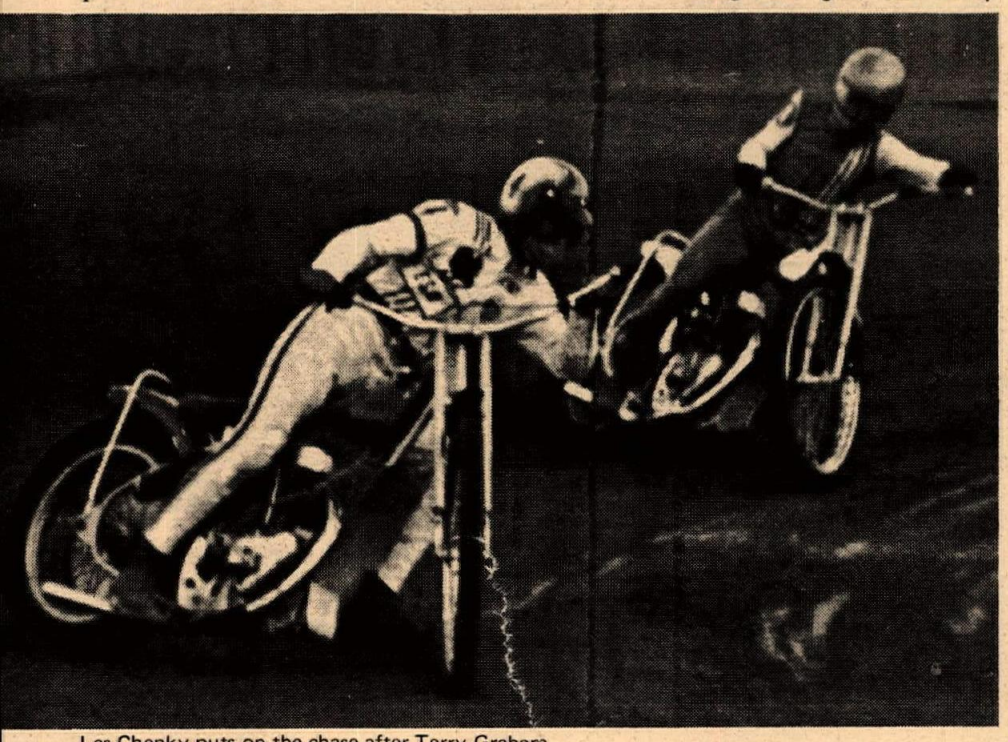
Speedway Remains Latest Northern Headliner

By Sam Mangalin

SACRAMENTO, CAL., June 25, 1971 – Speedway racing has come to Northern California, and judging from the enthusiasm of the near capacity crowd, it is solidly on its way to becoming an instant success for promoter Al Lauer.



Les Chenky puts on the chase after Terry Graham.

Diminutive Les Chenky, although a southland representative, has become the favorite of the Northern California fans. They cheered him wildly to a hard-charging victory from the forty-yard line in the Handicap Consolation and a later Handicap Main win over New Zealander Dave Gifford.

The Handicap Main provided one of the more spectacular races of the evening. Motocrosser Carl Cranke took an early lead from the zero-yard line but was soon feeling the pressure by Ron Miller, and then Sumner McKnight and Dave Gifford joined in the battle after making up the distance from the forty. On lap three everything happened at once as Cranke got squirrely, giving McKnight, just enough room to slip by into the lead. Behind McKnight, Gifford was also trying to take advantage of the opening when he suddenly found himself closing the gate on Terry Graham who was charging up hard from a poor start. Both Gifford and Graham went down and out of the running. Meanwhile, Ron Miller had managed to hold onto second in the midst of all the battle. Gifford was a bit perturbed over the outcome of events and stalked off the track leaving his bike behind, but not until after a few words with Graham. The crowd immediately took up the challenge and Gifford was soundly voted Mr. Bad Guy for the evening.

The crowd was ready when the Scratch Main rolled to the line. The favorite of the fans, Les Chenky, sat on the pole, with his rival and Bad Guy Dave Gifford, on the outside. Rick Blake and Don Cullum were sandwiched in between, but seemed to go unnoticed as the crowd awaited the Chenky-Gifford duel. Chenky had taken measure of Gifford in the Match race, but Gifford has experienced mechanical difficulties and this was his chance to vindicate himself.

All riders got an even break and Gifford managed to hold on a little longer into the corner. Chenky was a close second on the outside. Going onto the back chute, Blake clipped the wall and took a hard spill bringing out the red flag for a restart.

Again they came to the line; Chenky, Blake, Cullum and Gifford. Chenky got the drive on Gifford and beat him into the corner with Gifford hanging on to the outside line in second. Chenky pulled out a length down the back chute while Blake and Cullum were having their own battle for third. On lap two Gifford went in hard on turn one, trying to make up distance and get under Chenky, lost traction momentarily, and had to ride it high and wide before he could recover. From then on it was all Chenky for a very popular win. Gifford couldn't find his groove again and narrowly finished second as Cullum and Blake closed in on him at the finish.

Sumner McKnight awaits Handicap Main.

There are strong rumors of a possible second track down in the Bay Area, south of San Francisco. Anyone interested in speedway should contact Pat or Terry Graham at the Family Cycle Center, (408) 379-0303, in San Jose, or call (408) 356-7700. Also, there is word coming out of the South Bay that soon a team will emerge to challenge the northern and southern speedway contingents. Anyone who hasn't yet taken in a speedway program should make an effort to do so. I assure you, you'll be surprised.

(Results on page 28)

LOTSA NON-NATIONAL CASH

In conjunction with the Kent National Road Race and the Castle Rock TT National in Washington, other events are being planned offering a large amount of additional cash for the AMA circuit riders.

Within nine days, the Oregon Sidewinders will be offering $6300 minimum for three Pro TT races. The first (July 9) is a $2100 Friday night affair. The night before qualifying for the Castle Rock TT, the club will have a $1200 event. Both nights events begin at 8. On Sunday, July 18 will be the 6th Annual 25-Lap TT with a $3000 purse. This will be a twi-lighter with qualifying beginning at 6. All three events are at the club's track on SE Lawnfield Road, east of SE 82nd near Clackamas, Ore. Information; 503/659-1022.

In addition, a $3000 indoor Short Track is set for July 14 in Seattle, Wash., which brings the total of Non-National cash to $9300.

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(Expert – 5th Overall)
2nd Mitch Mayes – Baja 100
(Expert – 11th Overall)

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May 2	Coupville, Washington	Mini-Bike Races	
1st	**Big Wheel Mini-Bike Class**	**JACK DARLING**	
June 5	Bellingham, Washington	Flat Track Races	
1st	**100cc Class**	**JACK DARLING**	
June 13	Saddleback Park, California	Mini-Bike Races	
1st	**Open Mini-Cycle B Class**	**STU EGLI**	
June 13	Indian Dunes, California	Moto-Cross	
1st	**Powder Puff Class**	**JANICE KLINE**	

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June 23	Ascot Park, California	CMC Nite Moto-Cross	
1st	**125cc Senior**	**JEFF WRIGHT**	**RICKMAN Micro 125 Metisse**
1st	**500cc Interm.**	**TOM SIMPSON**	**RICKMAN / Weslake 500 Victor Metisse**
June 24	Ascot Park, California	CMC Moto-Cross	
1st	**125cc Interm.**	**JACK RIGGI**	**RICKMAN Micro 125 Metisse**
1st	**125cc Senior**	**JEFF WRIGHT**	**RICKMAN Micro 125 Metisse**
June 25	Vallejo, California	TT Scrambles	
1st	**175cc Novice**	**MARK DUNAWAY**	**RICKMAN Micro 125 Metisse**
June 27	Huntington Beach, California	TT Scrambles	
1st	**125cc Expert**	**JACK RIGGI**	**RICKMAN Micro 125 Metisse**
June 27	Indian Dunes, California	Moto-Cross	
1st	**100cc Junior**	**RON STEVENS**	**RICKMAN Micro 100 Metisse**
1st	**500cc Junior**	**TOM SIMPSON**	**RICKMAN / Weslake 500 Victor Metisse**
June 27	Saddleback Park, California	Moto-Cross	
1st	**125cc Senior**	**BRUCE BARON**	**RICKMAN Micro 125 Metisse**

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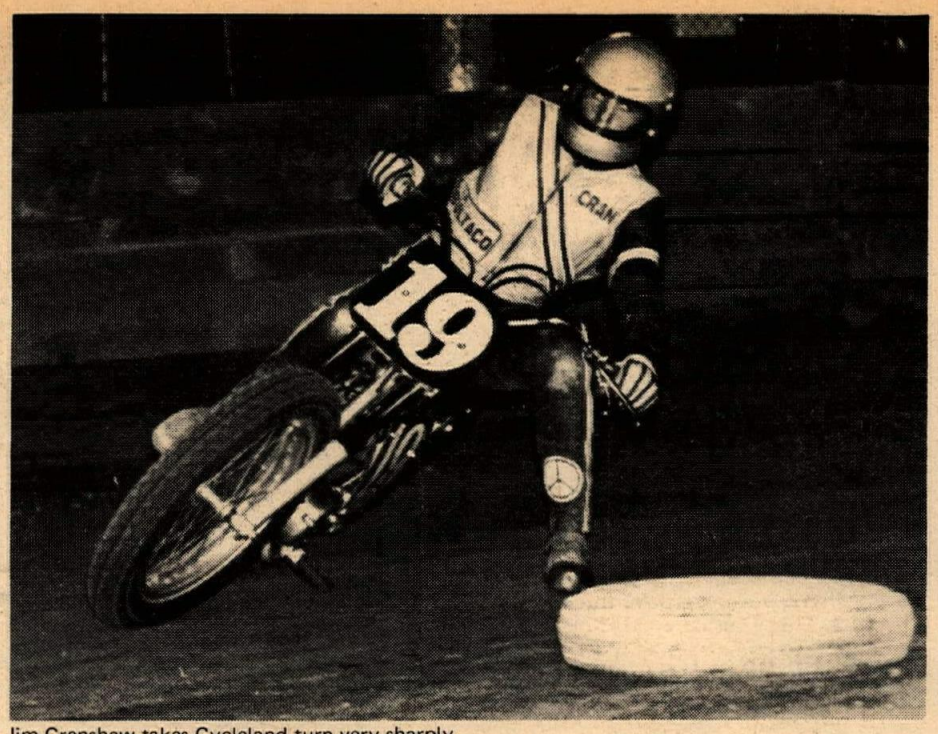

Jim Crenshaw takes Cycleland turn very sharply.

Crenshaw Continues Copping Chico

By John Noffsinger

CHICO, CAL., June 26, 1971 – Positive thinking provided a successful evening here at Cycleland Speedway. With a light sprinkle of rain coming down, track officials called a halt after the fourth B heat had been run to see if it was going to continue to rain. With the entering of some 120 riders, many from the Sacramento, Calif., and Carson City, Nev., area those in attendance and riding did want to have their chance at seeing and racing this evening.

A huddle was called, and out came the cars, vans, and what have you and began circling the track to dry it out. After some 15 minutes had passed the track was dry, and marvelously the rain had stopped. The races continued, and everyone in attendance enjoyed a cool, but exciting night of top flattrack racing.

Joe Henry from Sacramento was here to do battle, as was Steve Pestoni, Sacramento. Joe and Steve are two of the best riders from the capitol city. They do impress, however, Jim Crenshaw, consistent local rider (every Saturday night) put it to all of them again.

Last Saturday evening Jim won all three major events here. However, this evening he only won the Expert Main, and the Scratch Main. In the Handicap Main he simply could not get through traffic fast enough to catch the leaders. However, in both the Expert Main and the Scratch Main he won going away. Jim so far this year is simply much too fast for all other riders who have come to Cycleland Speedway to race at the "Track of Champions."

John Arseniak continues to improve in the 100cc class. He won the 100cc Scratch Main breaking the five wins in a row record of Tom Southham this year. Tom had his troubles this evening and was constantly on the outside. Arseniak took the lead on the first lap in the Handicap Main and was never headed as he proceeded to a very enjoyable evening.

Jim Hubbard reigning National 200cc Flattrack champ, and Scott Vendley went to it in the 200cc class. Scott decidedly has the power edge with his Bultaco. However, Jim pushed his Yamaha faster into the corner and quicker out of them. It's just a matter of who gets in front of the other first off the starting line. In the 200cc Scratch Main, Scott took the lead first and held Jim off while in the 200cc Handicap Main Jim passed first through traffic and held Scott off down the straights. Both in this event had to be content to finish behind local Stu Philips and his Bultaco. Stu starting on the zero yardage line maintained his lead through the course of the event.

Perhaps next week will provide that warm, comfortable weather that Chico is usually noted for.

(Results on page 28)

Herrmann Shocks Castle Rock TT

By N. A. Williams

CASTLE ROCK, WASH., June 26, 1971 – Although the turnout at Mt. St. Helens' Professional TT at Castle Rock was smaller than expected, there were some good races tonight.

Sonny Burres (Tri) got the lead in the Expert Main and moved out looking like a sure win. Suddenly up from the pack came Ed Herrmann (Tri) and took over the lead with just two laps to go. Chuck Joyner (Tri) was right behind Ed but couldn't hold it. Burres got back to second, keeping Joyner in third.

Juniors Randy Scott (Tri) and Tom Waterson (Yam) had running problems in their heat races but both were able to get their machines humming by the Main Event. Randy's trouble kept him out of the Trophy Dash.

Neal Hulet (Tri) had gotten the lead in the first Junior heat and held it for two laps when Randy came around him for the lead but had to drop back as his cycle started giving him trouble. Neal took the win in the heat with Mike Hannula (Tri) right on his rear wheel.

Scott came back good in the Main getting the lead early but couldn't shake Don Lipp (Yam) who was right behind him all the way.

Novice class wins went to Yamaha-mounted Steve Baker. The heat race and Trophy Dash was a snap for Steve but he had more competition in the Main. Steve got out first, in the Main, with Bill Lewis (Kaw) close behind. Bill held on to second place until the last couple of laps, when he went too wide on the corner and Fred Gustafson (Yam) and Ron Olson (Kaw) slipped under him. Then Jerry Whitlow (Bul) went around Lewis, leaving him in fifth place with Dave Ditter (Hon) right on him for sixth.

(Results on page 28)

CAPITOL SERIES CANCELLED

The regular Friday night short tracks at Capitol Speedway have been canceled due to poor attendance by both riders and spectators. The series got off slowly this year with rain-outs and a track of dubious quality. The high-point trophies will be handled by the Bob Barkhimer promoters. With the recent acquistion of Fremont track, professional short track racing should continue very shortly.

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TMRA Converts MX Track to ST

By Janis Randall

JUNCTION CITY, ORE., June 26, 1971 — This track is quite similar to Asbury Park in Albany, Ore., but is a little smaller. The club that puts these short track races on is the Territorial Motocross Racing Association. They put on great motocrosses in the winter to help subsidize the summer races. This track is located about 20 miles north of Eugne, Ore., and runs on a bi-weekly schedule until late August. This gives Eugene area riders an excellent short track on a weekly basis.

Practice opened tonight at 7 o'clock and riders found the track cushiony in turns 3 and 4 and a groove track in turn 1 and 2. This unusual condition resulted in numerous embarrassing spills, but this condition improved by the time the main events were run.

Of interest to many, is that the wheel stand contest paid $50 to the winner, Tom Harmon on his Bultaco, but he had to earn it with a trip into the boonies after running the length of the straighaway and part of the first turn. Tom later went on to a third in the 200 B Main Event.

Bill Oliver started his series of run-away wins in a come from behind fashion, in the 100 Main, winning also the 250 Trophy Dash and A Main.

The 250 class provided some fantastic racing with a lot of spills from front running riders. In the A Main John Schoonover was leading by a mile when he slid out, turning the lead over to Bill Oliver and his potent Suzuki who went on to win. But, in the meantime, front runners Mike Bailey and Charles Andrews, both Ossa mounted, were forced out due to falls. Second place fell to Jack Heater with Mike Hubbs close behind, both Bultaco mounted.

The Main was led by Richard Schoonover, John's brother, until passed by both Leon Medeiros, and Russell Johnson. Medeiros, riding an antiquated but extremely fast 250 Honda went on to a startling win with Johnson and Schoonover falling into the four stroke wake.

The C Main was led by Craig Randall on another antiquated by extremely fast 250 Honda, riding incidentally, out of the same shop as Medeiros, (Honda of Eugene, owned by former national number 4 Gene Thiessen), until he slid out causing a restart. Bryce Knabe won on a Yamaha, followed by Randall.

The Open class went to Jimmy Tallman and his Triumph, who has not lost a race at Benton-Lane this year. Charles Standeford, riding an unfamiliar Maico took second in front of his friend Jack Davenport, on a CZ. Both these riders ordinarily ride BSA Goldstars, but gave them up for the reliability of their two-strokes.

The Open B Main found a 40 inch Yamaha ridden by Doug Hamblin, being pressured by yet another 250 Honda, ridden by Tom Montgomery. This was Tom's first race in over a year and it looked as though he hasn't lost his touch, especially considering the cc disadvantage of 400.

An interesting note concerns an Open class Semi Main. The third place rider fell and was hit by a following rider. A by-stander rushed onto the track and was hit by another rider, and two more riders fell avoiding the confusion. This is a sad reminder to keep off the track even if you mean well.

(Results on page 28)

SACRAMENTO MILE CANCELLED

The American Motorcycle Association sanctioned 25-lap one-mile dirt track National Championship scheduled Sept. 19 at Sacramento, Calif., has been cancelled.

Sonny Burres holds the slight advantage during Sidewinders Pro TT.

BURRES TOPS SIDEWINDERS' TT

By N. A. Williams

CLACKAMAS, ORE., June 25, 1971 — The track looked in good condition at the Sidewinders' Pro TT, but broke up badly as the 51 riders tried for a share of the $1200 purse.

The track crew worked hard before the race and during the races they worked between events — smoothing out ruts and so forth.

Even though the track was rough some good times were turned in, with Sonny Burres (Tri) clocking a 15.63 and Bill Elder stopped the clock at 15.66.

In one of the Expert semis, Jane Potter went down at the top of the hill and his bike caught fire. It flamed brightly for a few minutes but was put out with little damage being done.

Ed Herrmann (Tri) had the lead and was looking good in the Expert Trophy Dash when he hit a bad spot in the track and crashed. This let the win go to Burres.

Ed tried hard again in the main but Jimmy Jones (Tri) got out into the lead at the start and held it all the way. Ed was in second most of the time but Burres moved in front of him for a lap or two near the half-way mark. Mark Williams (Tri) was back in the pack until the last lap. He moved up and around both Burres and Herrmann to take second at the flag.

The Junior Trophy Dash went to Mike McCall (Tri) but Mike had trouble in the Main and took third. The winner of the Main was Randy Scott, who had gone down with his Triumph in time trials and did not make the Dash.

The Novice Dash winner was Mike Thompson on his Yamaha. Mike's number 17q has been around most of the races and this week he also placed well in the Main. Mike finished second with Ron Olson (Kaw) finishing in first place. Bob Block (Yam) finished third in this, his second class C race.

(Results on page 28)

FORMER TT CHAMP CLARK WHITE DIES

Clark White, Jr., 1961 National TT Champion and a consistent big track winner from 1957 to 1964, died of a cardiac arrest in San Louis Obispo, Calif., on June 27 at the age of 36.

White's number 77 and blue/white colors were a familiar sight in the winner's circle on the Pacific Coast and National major TT race scenes up until the start of 1965 when a back injury from a first of the year event caused his retirement. The handsome, husky White was a J.C. Agajanian favorite and crowd pleaser as he held many track records at one time, including the Ascot 100-lap Championship. His farm boy strength and stamina made him particularly effective on dirt tracks. He had many exciting wheel to wheel battles with the outstanding riders of that time, such as Dick Dorrstein, Dick Hammer, Jack O'Brien, Skip Van Leeuwen, etc.

He was included with top riders Sid Payne and Don Palmer as a trio referred to as "The Bakersfield Bomb Squad". White was a cotton rancher during his riding times. In 1970 he moved to San Luis Obispo and became a mobile home park developer.

Survivors include his wife, Roma, and three teenagers. Contributions are being made in his name to the Heart Fund.

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ROBERTS, PFUTZENRUETER DOUBLE IN DUAL

By Dick Wright

CALIFORNIA CITY, CAL., July 4, 1971 — J.N. Roberts took both 500 Expert wins today on his Tracy's tuned Husky, but not without a hard charge from Rich Thorwaldson on his Suzuki. Also, Larry Pfutzenreuter turned in a double win in the 250 Experts class on his red Bultaco.

Roberts had a few words about the courses that seemed to sum up the feelings of most of the riders — at least the Experts. "This is really great territory. Both courses were riders courses: downhills, off camber trails, all kinds of wild stuff, not just a dusty sand trail like they have at Four Corners or Lucerne. I don't know why some of those clubs keep going out there especially for the short races; like the Europeans and Hare scrambles where you don't need as much area".

The first Expert-Amateur race of the day was the 500cc class on the Chargers' side. Roberts had a big lead at the smoke, second man over the hill was Jack Knebel of the So. Cal. M.C., getting his ride in before he had to go to work on the other side. Thorwaldson was running in the next group of riders.

After they passed the smoke you could see the riders going up and down the short hills for about a mile, really making it. The laps would take almost 15 minutes and the riders would make three laps in the forty-five minutes allotted for each race.

Terry Clark

...Ah, that desert scenery.

Larry Pfutzenrueter

Roberts still had the lead on the second laps with Thorwaldson pushing hard in second, but Roberts got off hard on the third lap and Rich passed him. Roberts was helped to get started again, and he came up to duel with Rich. Down the long trail into the pits riding full on., Roberts took it by only 100 feet over Rich. Bruce Dunford was third also on a Husky. Joe Krogstad took the first Amateur gold.

AT 10 a.m. the 100cc Amateur-Experts were to go off on the So. Cal. side. By this time there was a lot of talk about the down hill. The front part of the hill had a three foot down hill steps for 50 feet then made a tight right turn down a sandy hill for 100 feet, then dropped off a four-foot wall. Then you said, thank God that's over, and rode down a sandy canyon trail.

The 250 Novices had gone over the course first and had brought back the wild stories of wall-to-wall riders all over the hill and one of the few riders who made it clean was 15-year-old winner, Troy Hollis on a Suzuki.

Now the 100 Am/Ex. attacked the hill and Terry Clark grabbed a early lead with Mitch Mayes on his tail both on Harley Davidsons, and that's the way they finished with Cordis Brooks third on his Hodaka.

The lightweights 125-250 Am/Ex. went off on the So. Cal. course next. Jerome Ruzieka on an A.J.S. had the lead as they came over the Camel baks a mile out with Pfutzenreuter pushing hard on a Bultaco. On t he next lap at the down hill it was Larry in the lead then Darryl Ellis, just out of the service, then Cordis Brooks on a hot 125cc Carabella. Ruzuka was next followed by Jeff Wright on his 125cc Rickman trying to catch Brooks.

On the third and final lap it was Larry with a good lead followed by Ellis and Ruzuka. Wright came in to take fourth in the 125cc class. Craig Lukins took first Amateur.

Now it was starting to get a bit hotter and the 500 Am/Ex. would try their hand at the So. Cal. course again. J.N. Roberts slid his thing taking an early lead and holding it all the way for the win on the reshaped up Husky (he bent it up on his get off). Rich Thorwaldson was second on his orange Suzuki. Terry Davis must like the heat as he pulled off a good third on his CZ. Arvie Blackstone took first Amateur on a Yamaha.

A large and wild bunch of 500 Novices went off next and a hot and tired LeRoy Davis did it to them. This is only the third race since he got started again after a broken arm, watch out for LeRoy now.

Meanwhile, back at the Chargers' course, Mitch Mayes and Terry Clark were having at it in the 100cc Am/Ex. go and Mitch had the lead and wasn't about to give it up to his Harley teammate Clark. That's the way it went. Mayes took the win, Clark second for Harley and Cordis Brooks third on a

J. N. Roberts gets ready for his second race.

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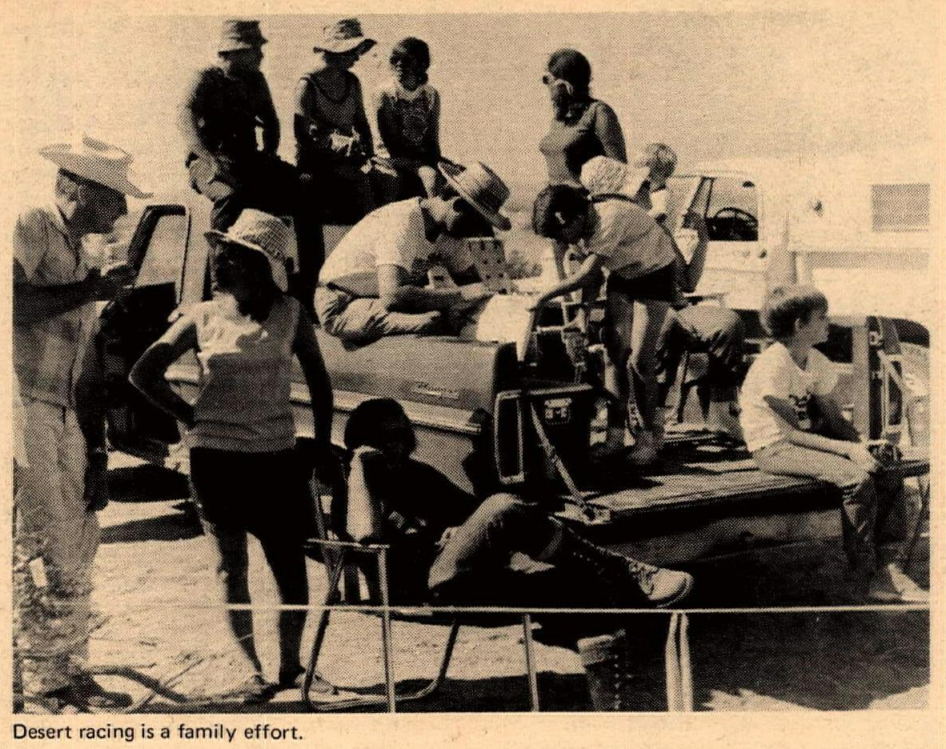

Desert racing is a family effort.

LeRoy Davis took one 500 Novice win.

Hodaka, first Amateur in was John Erson.

The 125 Am/Ex. were the last to go on the Chargers' course. It was hot and everyone was tired.

Pfutzenreuter again took the lead on his Bultaco, and again Darryl Ellis was right up there. Allen Lund was holding down the first 125cc spot on his DKW, but had a case of heat prostration and had to quit. (He also had a rough race early having gone over the cliff on the So. Cal. hill and rode the rocky hill all out going straight down, that's what you call being loose). Pfutzenreuter took the win; Ellis was second both on Bultacos. Jim Brown was third and Brian Kock was the first Amateur in. Mike McCoy of the Victors M.C. summed it all up: "The courses were bitchin; the racing was close; it's hot; let's get out of here."

(Results on page 28)

SRA LAUDS BLM DIRECTOR

Sportsman Racing Association officials John Taylor (l.) and Ron Vincellette (r.) present outgoing BLM Riverside District Director Jack Wilson with a plaque in recognition of his role as a racing supporter. An SRA spokesman said, "The Bureau of Land Management should know how much their help is appreciated by the organized racing crowd. For years the BLM has been viewed by many as the number one enemy of off-road vehicles. In reality, they have served admirably, holding off the strong pressure groups who attempted to coerce them into closing lands."

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Arroyo Wraps Up Series

By David Oberhelman

STODDARD WELLS, CAL., June 19, 1971 – Arroyo Racing Association wrapped its Saturday Series up on a course which many riders commented was the best marked and most challenging they had seen in a long time. The weather was clear, and the races were hotly contested.

The first event was the class for riders 16-years-old and under. Troy Breker, son and student of desert pro Dick Breker, was the unchallenged winner of this event, with Brad Morrow gaining the runner up slot. However, Morrow earned the Series high point trophy in that class with three second place finishes.

The 100-125 class event was again dominated by Scott Haislip, who took first overall and the Series high point trophy in this class on his Yamaha. Monte Lee was the Series trophy winner in the 125 class, and again won the 125 first place. Runner up in the 100 division was Walker Yetto, with James Jacks taking second 125.

Again the 250 and Open classes were combined and had many new faces out front. At the wire it was Dean Hammonds in for first place Open on a Husky and Ron Fore in for First 250 on a Yamaha with Ron Music coming in second. Hammonds was seriously challgned throughout the race by fellow Husky rider Gus Paull who again earned second place honors.

The 250 high point Series trophy went to young Troy Hollis who finished third in this event after running out of gas.

The Open class Series trophy went to Dick Breker, who had won on two previous occasions. Dick was sidelined for this event due to bike problems.

Arroyo Racing Association will announce the details of its Golden West Airlines "Catalina Series" in Cycle News soon.

DESERT HEAVIES

J.N. Roberts has the commanding lead in the race for the Heavyweight Desert Point Standings through June 12, reports Dist. 37. Roberts' total of 1720 is well ahead of Tom Muto's second place rating of 1400. Muto, however, is feeling the pressure of Rich Thorwaldson, just 20 points behind. Long time desert veteran George Walker is fourth thus far with 1130 with the recuperating Whitey Martino in fifth at 1050.

Recent transfers include Terry Davis (41), Richard Kendall (58) and Larry Mahoney (24) moving up to the Expert class. Those sliding into the Junior ranks include: Mark Wright (204), Rolla Teneyck (720), Robert Doig (507), Jeff Kirk (813), Skip Bartha (118), Richard Eddy (190), Tim Cotes (153), Bob Van Ark (255) and Ray Spraggins Jr.

The complete Desert Standings appears on page 28.

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June 13, 1971
100 Expert Class
1st – Terry Clark – BAJA 100

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Nichols Stomps Experts Before Full House

Photos by Walt Mahony

GARDENA, CAL., July 2, 1971 — Experts are supposed to do the major winning at all Ascot events. Experts do win at Ascot — in all but the once a month short track races on the quarter mile.

The third double-header of the season was presented last Friday night and for the third straight time the Experts were topped. This time it was Novice Steve Nichols (Yam) taking all the marbles and the win in front of a near full grandstand.

Terry Dorsch picked up his first TT at Ascot after winning his heat.

Here is a rare shot of two of the finest up-and-coming shoes in the country. Novice Steve Nichols (70r) leads Junior Gary Scott around Ascot's short track to win the Main.

The Experts divided the regulation heat race wins with the Novices with Chuck Hart (H-D) and Frank Gillespie (Oss) sharing with Nicols and Scott Brelsford (Yam). Then the two Novices came back to score in both of the semi's which all front runners must go through before going onto the final — according to short track rules.

Nichols jumped to the front in the final with Brelsford off to a so-so start. Then Scott became over anxious and fell on the far turn. Gary Scott (Bul), the Junior who had won the opening short track of the season, was running side by side and right behind Nichols in the early laps.

Brelsford got back up but was a lap behind. Both Brelsford and the officials forgot the one lap difference as the young man from the north tried to race Nichols and Scott.

He charged in between the two front runners and broke the tight duel, actually giving Nichols the edge he needed. Scott was still right there at the finish but the race was really decided by the rider that was a full lap back at the finish flag. Nichols, Scott and Brelsford have each won a short track final to date.

Nichols and Brelsford each won a regulation heat race and a semi-final before moving onto the main event. Scott returned home from the East where he has been defeating all Experts and Juniors weekly at the short track known as Santa Fe Park near Chicago, Ill.

The monthly TT that shares the once a month twin bill found first year Expert Terry Dorsch (Tri) scoring his first main event win as a white plate rider at his home track.

Junior Rick Newby (Tri) finally solved his "Expertitis" problems and settled down to take second ahead of late charging Ralph White (Tri) who took third.

Dorsch and Mike Haney (Tri) were the two heat race winners but Mike broke a chain in the final. Skip Van Leeuwen (Tri) did a fast spin-out in the early laps and then found his old fast way around to come from next to last and finish a closing fifth behind Don Emde (BSA).

This was the last TT before the 10th annual National TT championship race slated for Ascot on Saturday night, July 24. The event will revert back to the longer course that has been the scene of the tradtitional National for 50 laps the past decade. There is already a record entry for the event and the advance ticket sales insure the largest crowd ever to see the 24 fastest Experts compete for the $10,000 purse.

In the meantime, Ascot will host half mile racing on Friday night for the next three times around. The night of the 23rd finds the second annual Yamaha Gold Cup half mile for a record $5000 non-national purse.

(Results on page 28)

Shoes in the News

Reports from Cycle News East

Ronnie Rall has been cutting up the Eastern half-miles between Nationals. Rall, Dave Sehl, and Jack Warren went ten laps welded together at Dayton, Ohio, June 19 before Rall pulled it out. A week later, at Troy, he aced Bart Markel and Jody Nicholas to win the Buckeye Classic....Don Castro won the York, Pa., half-mile. Close second: Ronnie Rall....Gary Scott won the Junior final at York, no sweat. June 16, Santa Fe Speedway fans in Chicago got to see Gary win a combined main, whupping Jim Rice, Dick Mann, Dave Sehl, and Gene Romero and so on....Gary Bailey wowed a crowd of Tennessee motocross fans by winning three of the four classes. After the race a female admirer had tall Gary autograph her bellbottoms, promising never to wash them again....Southern half-mile king Jim Maness broke a breast bone at Princeton, Ind. He'll be out for an indefinite period.

Racing Bikes Raffle

Beginning this week, tickets will be sold for a raffle to be held at the 10-mile National at Ascot this year with the proceeds going to the widow and children of AMA Expert No. 47j Pat Gosch who was killed earlier this year in practice at Ascot Park. Pat's widow, Gloria, and his two children, Terri, 4, and Patrick Jr., 2, are now living in Omaha, Neb., Pat's home town. As the hospital and funeral expenses have amounted to over $10,000, this has imposed an impossible financial burden on his wife, and all monies collected will go directly to her to help defray these expenses.

The tickets will sell for $2.50 each and the winning ticket will receive the most fantastic prize yet offered for a motorcycle benefit. The winning ticket will receive two 650cc Triumph motorcycles completely set up for racing. One will be a Flattracker with a

(Please turn to pg. 17)

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Hateley Snaps Dorsch Corona Streak

Photo by Walt Mahony

CORONA, CAL., July 3, 1971 — The fourth weekly Saturday night half mile at Corona drew a capacity crowd that was rewarded with the best racing yet and a barrel of new track records in both the lightweight and big bike classes.

Terry Dorsch (Tri), the red hot running first year rookie Expert went into the night carrying a nine-in-a-row undefeated win streak but came out without a win in four times to the line.

Dorsch's troubles started in the heat race when he broke a primary chain coming off the starting line. It came after he had posted fast time trial, breaking his own track record.

Dorsch, John Hateley and Don Dudek, all Triumph mounted, broke the former one lap track record in time trials.

Junior Gary Scott (Tri) defeated the Experts in the opening heat race, breaking the five lap track record held by Dorsch. Chuck Palmgren (Yam), Bob Bailey (Tri) and Eddie Mulder (Tri) pushed him to the new mark.

Hateley, in his first appearance at Corona, took the second heat over Dave Aldana (BSA), Loyal Penn (Tri) and Jody Nicholas (Nor). Don Emde (BSA), also making his first Corona trip, scored in the third heat over Mike Haney and Dudek.

Dorsch was given new hope in one of the semi's. Only two riders would transfer to the final. Mulder was off the line like a shot and in front, leaving second and last transfer to be decided between three riders.

Coming out of the last turn on the last lap Nicholas fell off. Dorsch was hot on the wheels of Dusty Coppage (Yam) who was holding second. Dusty got too eager coming out of the last turn and bounced off the front straight crashwall, giving a last second opening to Dorsch who zipped through to grab second at the finish line. Bailey and Dave Smith (Tri) took the other two transfer spots in the second semi.

The typical Novice battlers at Corona; Steve Nichols (70r), Scott Brelsford (84y) and Gary Caldwell

The Trophy Dash was to be another setback for Dorsch and another win for Hateley. Smith was a close second with Terry grabbing off third and Dudek running fourth in the all Triumph rundown.

The 15-lap final was the best to date and a duel all the way for first between Scott and Hateley. Scott led the first 13 laps with Hateley, the red hot rookie, never more than one to two lengths back. Then on lap 13 Scott drilled onto the back straight too hot and John shot through a small opening to take the lead and go on for the win.

Dorsch had moved through the pack from the back line early and battled Don Emde for third most of the way before finally grabbing the show spot on the 11th lap. Mulder came up late to also pass Emde and take fourth.

The Novice show was also a topper from the beginning between Steve Nichols (Yam) and Scott Brelsford (Yam). The two won their heat races and were only one one/hundredths of a second apart in total lap winning times. Brelsford's heat win time tied his own track record.

The final was a two man clash from the start with Gary Caldwell (Bul) a momentary challenger in the early laps. Nichols rode a near perfect race and gradually pulled away in the final laps to score his second Corona win and pull even with Brelsford. Each rider now has two main event victories.

Ron Powell (Bul) hit the deck twice, first in practice and finally in the main event. He walked away from both. Florida's Gary McGoron (Yam) came west for the first time. He worked his way into the final through the semi and then finished in fifth place, back of Caldwell and Carlo Lucia (Suz).

(Results on page 28)

RAFFLE

(Continued from page 16)

Trackmaster frame and the other will be a TT set-up. Both machines are equipped with Barnes wheels and disc brakes, plus extra wheels and tires and a complete set of sprockets. The engines are now being completely re-built by Howard Barnes of Alloy Sprockets Specialties Co. for whom Pat rode during his many visits to the West Coast.

In addition to this fantastic first prize, donations are being solicited among the distributors for additional items to be offered for second, third, fourth, etc., for however many items are donated, this list will be published periodically as it grows.

While the tickets will be sold throughout the southland at race tracks and motorcycle shops, anyone wishing to purchase tickets can send check, cash, or money order to either Pat Gosch Family Benefit Fund, c/o Howard Barnes, 10146 Stag St., Sun Valley, Calif. 91352, or to Pat Gosch Family Benefit Fund, c/o Mike Caplite, 18361 Beach Blvd., Huntington Beach, Calif. 92647, and the tickets will be mailed immediately. All checks should be made out to "Pat Gosch Family Benefit Fund."

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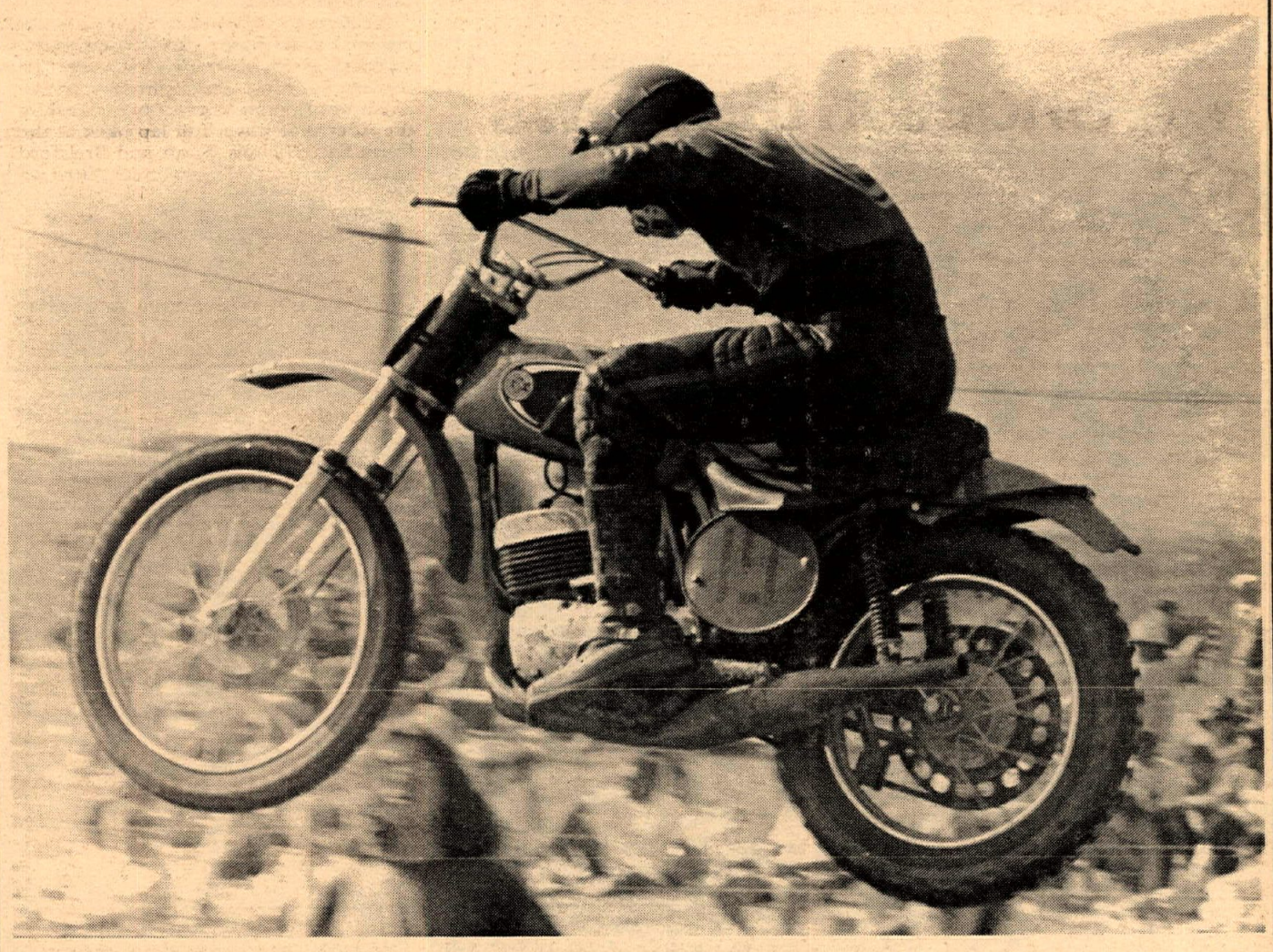
INTERNATIONAL MOTOCROSS IS SERIOUS BUSINESS



To the manufacturers of CZ, motocross has always been serious business. Winning 4 World Championships is not a feat taken lightly. As championship motocross entered the U.S., CZ was there, and winning. This year the Inter-AMA series began in California at Indian Dunes Park on June 27th with an impressive field of European riders and the 25-odd top American riders locked in a challenge. CZ rider Vlastimil Valek took two moto wins and placed well in the other for the Overall Championship, in this first event in the series. That is why we say. . .get serious. . . get CZ.

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ROMERO ENDS H-D, R

Photos by Sam Mangalin and Steve LeHuray

SAN JOSE, CAL., July 5, 1971 – Gene Romero raced to his first national win of the season at the 5th annual San Jose Half Mile National. An overflow record crowd that filled every seat and isleway watched Romero grab his first national victory since winning the Ascot Half Mile National last September.

The win stopped the two year hold by Jim Rice and his BSA. Romero became the first Triumph rider to win as BSA and Harley-Davidson had divided the previous four events. It was also the first time this year that a Triumph has won a National.

Triumph swept the boards in time trials with Frank Gillespie (Tri), Eddie Mulder (Tri) and Washington's Jim Jones (Tri) taking the top three spots. Romero was far down the list, around 18th fastest.

Mark Brelsford (H-D) won the opening heat race after Jimmy Odom (Yam) and then Dick Mann (BSA) took turns leading. The race was halted after the opening lap when Dave Aldana's BSA destroyed ten yards of fence and ended up far out in the open field outside the far turn. Terry Dorsch (Tri) also went down but stayed on the track only to come back on the re-start and go through the fence on the opposite corner. That's a record that will be difficult to top.

The second heat race had Chuck Palmgren (Yam) in front for two laps. Cal Rayborn (H-D) had his machine lock up on the front straightaway, pitching the speed record holder down hard on the track.

Then first year Expert Nick Theroux (Tri) came charging up to take the lead away from Palmgren and go on for the upset win of the afternoon. Romero came up from fifth place to give Triumph a one-two finish with Mulder making it in for third. Palmgren finally settled for fourth.

Three different riders also led the action packed third heat. Dusty Coppage (Yam) opened as the leader for the first two laps, Dave Sehl (H-D) led the third round and then Rice finally moved in to take the lead and the eventual win.

Rice and two other riders were caught off the line by starter "Bouncing Bob" Malley and had to start on the row three penalty line with Rice picking up a position each lap until finally working into the lead.

Rice and Romero crossed the line at the end of the first lap in the 20 lap National running side by side. Then Romero moved to the front. The surprising Theroux passed Rice for second place on the fourth lap and started to close on Romero.

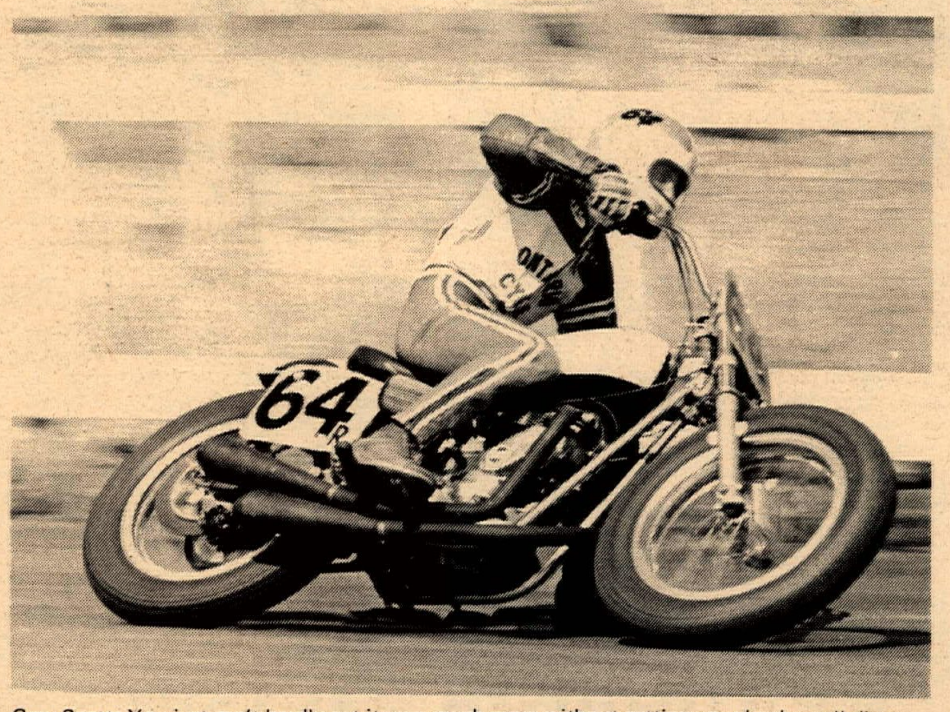
Then Romero turned on the gas with each lap faster than the lap before. It was a new record all the way with Theroux fading badly in the closing laps to finally end up in 5th psotion.

Mulder, who nearly won a half mile heat race at the Columbus National the week before, came on strong the last half of the race to move by both Theroux and Rice for second place. Rice moved back into third in the last five laps.

Dick Mann dropped out of the event for the second straight year with ignition troubles and finished in 12th position. The national points by Romero and the last place by Mann, the point leader, now tightens down the two rider race to only 11 points heading into the Seattle National Road Race next Sunday.

All track records fell in both the Expert and Junior class. Kenny Roberts (Yam) took fast time honors by a whisper from Oregon's Randy Scott (Tri) in the Junior division.

The two heat races were the best ever for the second year riders. Bill Morgan (Tri) held off Gary Scott (Tri) the last five laps to win at the wire. Then Gary Kapus (Yam) from Vancouver, Wash. came from fifth place in the second heat race to edge Randy Scott right at the finish line.



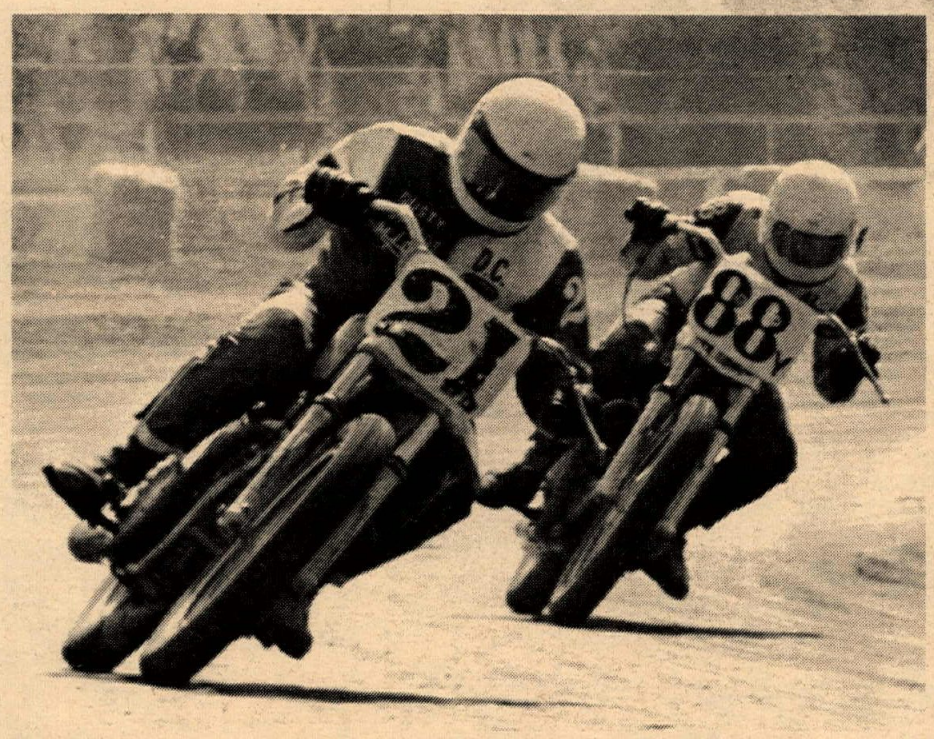
Gary Scott: You just can't hardly get it over much more without getting your leathers all dirty.

Jimmmy Odom and Dave Sehl get the white flag...Wh

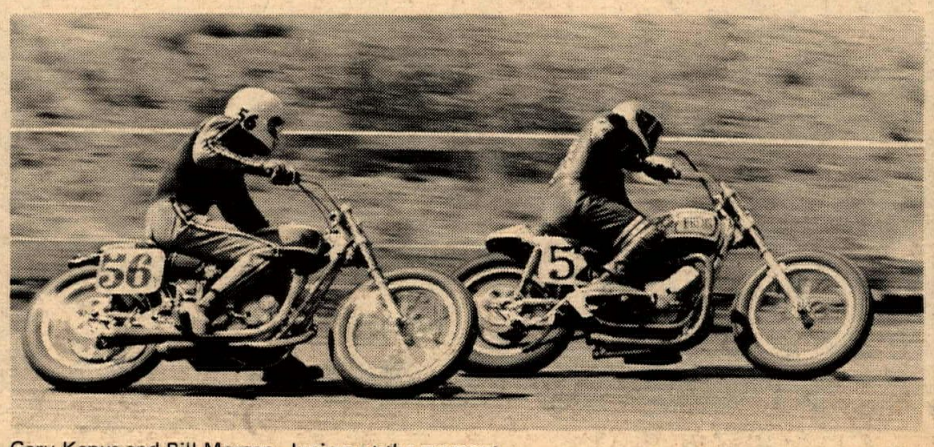
The 14-lap final was another hearbreaker for Gary Scott. Kapus led the first nine laps before giving up the lead to Gary Scott. Scott then looked like a sure winner of his third Junior final at National events for the season.

Then coming out of the last turn on the final lap the engine tied up and Gary was slowed to a near crawl as rider after rider went blasting by. Kapus, who finished fourth at the Houston Junior final, got the win with Morgan in second and Harry Dring (BSA) in third. Randy Scott was fourth with Roberts in fifth. Gary Scott nearly pushed his machine across the line for ninth place.

The record crowd was treated to another bit of good news involving San Jose. Bob Barkhimer, the promoter, is



Al Kenyon is trying to cop a sneak past Dusty Coppage. He made it too.



Gary Kapus and Bill Morgan. Juniors at the moment.

PIPE DOWN

< db = >

NEWSFLASH!

DISTRICT 37 AMA SPORTS COMMITTEE HAS DECREED THAT EFFECTIVE AUGUST 1st, ALL MOTORCYCLES IN ALL CLASSES AND TYPES OF COMPETITION MUST BE EQUIPPED WITH A SILENCING DEVICE. BIKES FINISHING EVENTS LESS SILENCERS WILL BE DISQUALIFIED!

JOIN THE SILENT MAJORITY AT STEEN'S. WE SELL AND DISTRIBUTE SEVERAL LINES OF MUFFLERS FOR POPULAR TWO- AND FOUR-STROKE MOTORCYCLES. WE HAVE SPARK ARRESTER/SILENCER COMBINATIONS FOR ENDURO BIKES, TOO. GET THE FABULOUS HOOKER EXHAUST TUNER FROM STEEN'S, OR ONE OF THE HORSTMAN/KRIZMAN LINE THAT FIT A WIDE RANGE OF PIPE SIZES, ALL DESIGNED AND DYNO TESTED TO RETAIN –OR EVEN INCREASE– POWER OVER STOCK SYSTEMS.

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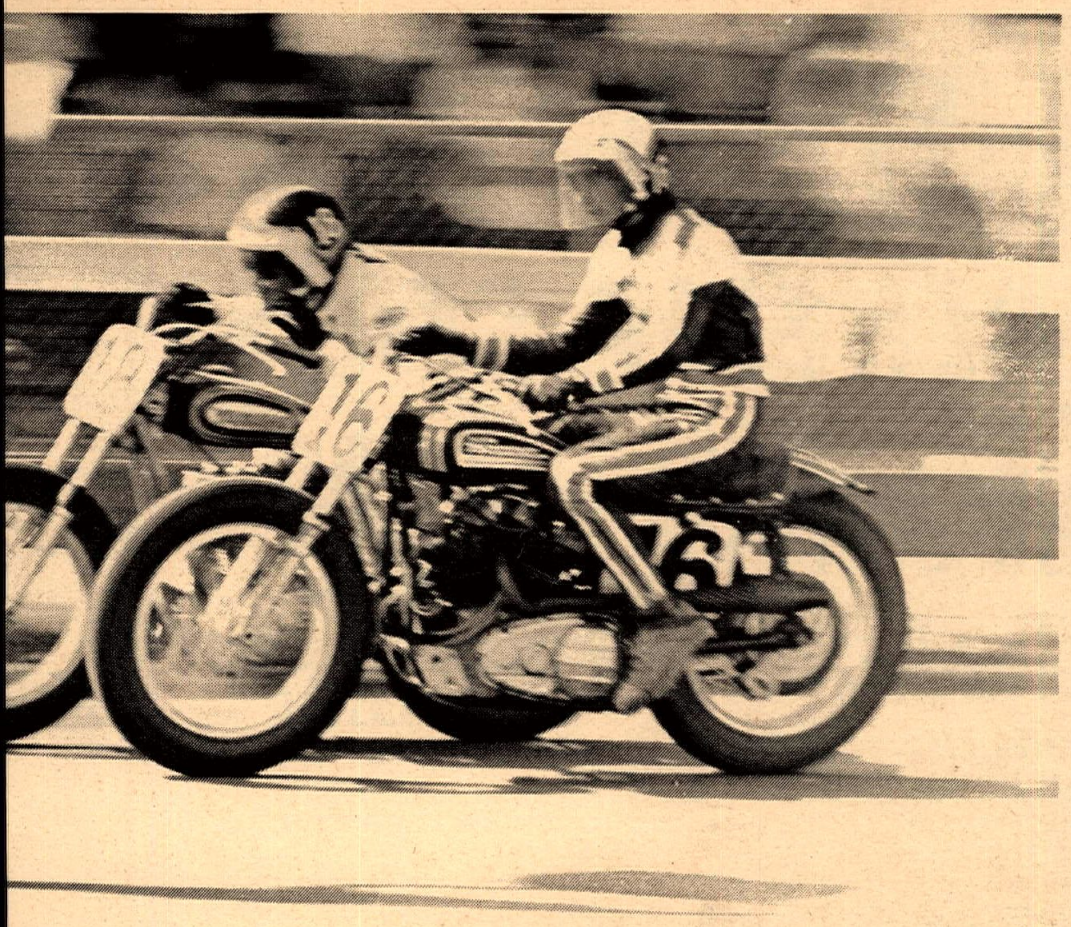
CE STREAKS



ou mean you can't see the flag man?

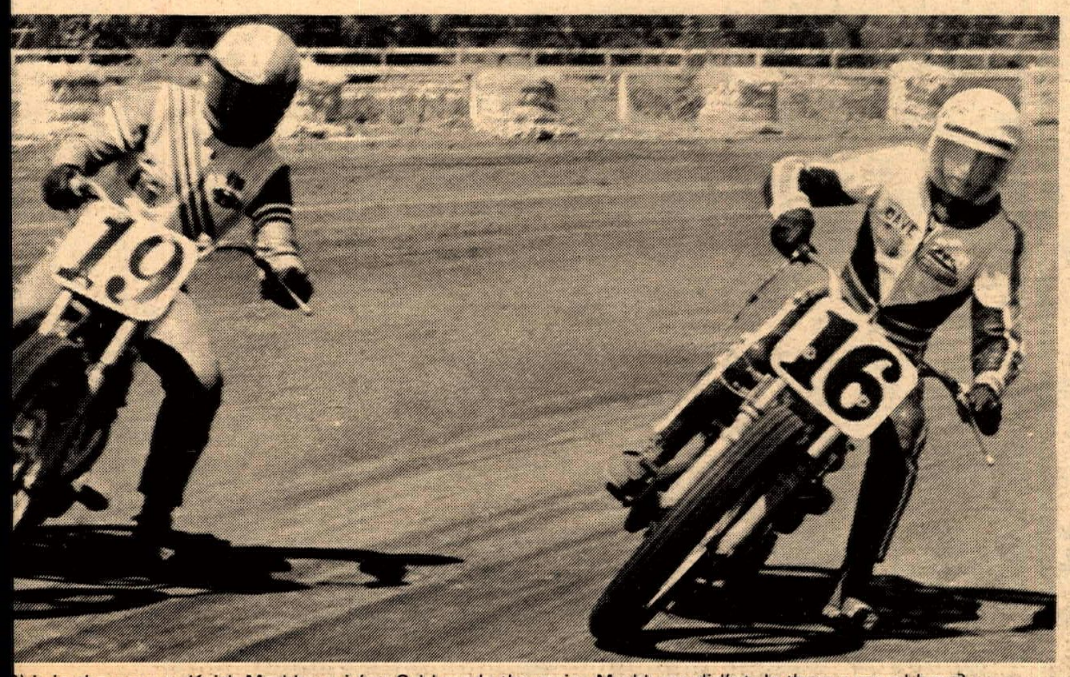
Number "1" wins number 1 at San Jose.

win puts him right on Dick Mann's tail.

working now to re-open the mile oval that surrounds the half mile. A good chance for a non-national mile on October 10th and a National mile for the first time since 1958 next season.

San Jose was the ninth national of the year and the ninth straight time the AMA professionals have raced in front of record crowds. The $8000 purse wa the largest to date for San Jose.

20-LAP FINAL	
Gene Romero	Tri
Eddie Mulder	Tri
Jim Rice	BSA
Mark Brelsford	H-D
Nick Theroux	Tri
Dave Sehl	H-D
Jimmy Odom	Yam
Dave Hansen	Tri
Dave Smith	Tri
Allen Kenyon	BSA
Dusty Coppage	Yam
Dick Mann	BSA
12- LAP JUNIOR FINAL	
Gary Kapus	Yam
Bill Morgan	Tri
Harry Dring	BSA
Randy Scott	Tri
Kenny Roberts	Yam
Ron Moore	Tri
Tom Phillips	Tri
Matt Falconer	Tri
Gary Scott	Tri
Joe Henry	Tri
Tim Thomas	BSA
Greg Hodges	Tri



) is in the groove, Keith Mashburn is'nt. Sehl made the main, Mashburn did'nt. Is there a moral here?

CYCLE

Cycle SWAP-O-RAMA News

SATURDAY
JULY 10th

COMMERCIAL BUILDING
KERN COUNTY FAIRGROUNDS
BAKERSFIELD

BARGAINERS
BAZAAR
& AUCTION

$1 SHOPPERS $1

$5 SELLERS $5

$10 COMMERCIAL $10

Cycle Swap-O-Rama coming to Fresno District Fairgrounds, Fresno, JULY 17. . . . and on July 30 to the National Orange Show, San Bernardino.

Doors open 5 pm – midnight
Set up starts noon
For reservations call or write:
Cycle Swap, Inc.
4213 Riverdale, Anaheim, Ca. 92806
(714) 637-1835

Kids 6 and under Free

WHO? IN THE ATTEMPT TO SHOW THAT THE "DIRT RIDER" CARES. PROMOTER CHUCK FERGUSON, IN CO-OPERATION WITH INDIAN DUNES AND THE ROUGH RIDERS CYCLE PARKS, OFFERS THE FIRST ANNUAL

WHAT?

TRI-AM ★★★★★★

BENEFIT SERIES

100% TROPHYS TO QUALIFIERS
100% CONSOLATION PRIZES TO ENTRANTS

$15,000 COMBINED CASH & AWARDS
4-SUZUKI 400 CYCLONES

INCLUDING $2,500 CASH PURSE TO SENIORS GUARANTEED

+ 1 ADDITIONAL SUZUKI GIFT CERTIFICATES, PRIZES, CONTINGENCIES, TROPHIES ETC.

COMPANIES, MERCHANTS, DEALERS, MANUFACTURERS AND INTERESTED PERSONS DESIRING TO ASSIST BY OFFERING CASH DONATIONS OR CONTINGENCY CONTRIBUTIONS MAY CALL OR WRITE TO "CHUCK FERGUSON, P.O. BOX 1132, VENTURA, CALIF. 93001 – (805) 643-5858."

WHY? TO FINANCIALLY ASSIST THE "BIG BROTHERS" (FATHERLESS CHILDREN'S ASSOCIATION) OF LOS ANGELES AND VENTURA COUNTY: ALSO TO ESTABLISH A "YOUTH SERVICES TRUST FUND" FOR THE LAW ENFORCEMENT AGENCIES OF VENTURA COUNTY.

WHEN ? JULY 25th 'INDIAN DUNES' - VALENCIA, CALIF.

WHERE? AUGUST 22nd 'THE ROUGH RIDER'

ALL JUNIOR DAY

JUNIOR-SENIOR FINALE

★ HOW TO QUALIFY ★

JULY 25th 'INDIAN DUNES'

QUALIFYING DAY FOR BEGINNERS AND NOVICES ONLY

AUGUST 22 'ROUGH RIDER'

AWARDS FINALE (FOR JULY 25 QUALIFIERS) AND SENIORS (AMATEURS/EXPERTS AND *SPECIAL "RADIO TEAM" RACE. . .*NO QUALIFICATION FOR SENIORS.

AT THE COMPLETION OF THE JULY 25th EVENT, THE TOP 50 RIDERS IN EACH CLASS/EVENT WILL REPRESENT THE BEGINNER AND NOVICE CLASS IN THE "AWARDS DAY FINALE", ALSO THE NUMBER ONE RIDER IN EACH CLASS/EVENT WILL RIDE IN THE *"RADIO TEAM" RACE SPECIAL.

★ SPECIAL EVENT ★

THE FINAL RACE OF THE DAY WILL BE THE *RADIO TEAM RACE: ONE TEAM WILL BE REPRESENTING LOS ANGELES COUNTY AND WILL BE RIDING FOR RADIO STATION TO BE ANNOUNCED;

THE OTHER TEAM WILL RIDE FOR RADIO STATION TO BE ANNOUNCED AND REPRESENT VENTURA COUNTY. TEAMS WILL INCLUDE QUALIFYING NOVICES AND BEGINNERS PLUS TOP SENIOR RIDERS WHICH WILL BE SELECTED BY INVITATION.

BETWEEN THE 1st AND 2nd SERIES, PUBLICITY WILL INCLUDE RADIO, TELEVISION, MAGAZINE, NEWSPAPER AND OTHER FORMS OF PROMOTIONAL EXPLOITATION (INDIVIDUAL PICTURES IN AWARDS DAY SOUVENIR PROGRAM.) THE TEAMS SELECTED WILL SYMBOLIZE THE THEME OF THIS EVENT IN THAT THEY ARE "RIDING FOR REASON". THEY REFLECT THE SPIRT OF COMPETITION WHICH MAKES THE BENEFIT SERIES POSSIBLE. THE SUPPORTERS OF RIDERS, COUNTIES AND RADIO STATIONS WILL BE UNITED FOR A CAUSE: THE INTEREST AND ENJOYMENT OF COMPETITIVE SPORTS AND SPORTSMANSHIP: ALSO, THE GIVING OF ECONOMIC ASSISTANCE AND MORAL SUPPORT TO SOME EXTREMELY APPRECIATIVE SERVICE ORGANIZATIONS.

CLASSES AND EVENTS

BEGINNER NEVER RACED AND RIDERS HAVING COMPETED IN 5 OR LESS RACE EVENTS (*ANY TYPE – ANYWHERE.)

NOVICE RIDERS HAVING RACED IN 6 or MORE RACE EVENTS AND HOLD A CURRENT AMA, ACA OR CMC NOVICE CARD. * RIDER MUST NOT HOLD A HIGHER RATING IN MENTIONED ORGANIZATIONS OR ANY OTHER SIMILAR ORGANIZATION.

SENIOR RIDER WHO IS RATED ABOVE NOVICE OR CONSIDERED AN AMATEUR, EXPERT OR PROFESSIONAL.

BEGINNER AND NOVICE EVENTS 100cc 125cc 250cc OPEN

* ONLY ONE "cc" EVENT OPEN TO BEGINNER AND NOVICES ' ' ' SENIORS ARE NOT LIMITED TO ONE EVENT.

SENIORS 'AMATEURS-EXPERTS' 125cc 250cc OPEN

★★★ THE PAYOFF ★★★

AT THE CLOSE OF THE FINALE, THE CASH PURSE, TROPHIES AND PRIZES WILL BE PRESENTED: ALL BEGINNERS AND NOVICES WILL RECEIVE QUALIFICATION TROPHIES WITH LARGER TROPHIES GOING TO THE TOP 10 RIDERS PER CLASS/EVENT. . .THE TOP RIDER IN EACH CLASS/EVENTS RECEIVES CELEBRITY TROPHY-GIRL CONGRATULATIONS". ALSO NUMEROUS CONTINGENCIES AND PRIZES WILL BE AWARDED BY DRAWING.

AWARDS

PRESENTED PER EACH CLASS AND EVENT

* NOVICE AND BEGINNERS TOP 3 AWARDS WILL BE HELD 30 DAYS PENDING RIDER IDENTIFICATION AND STATUS VERIFICATION.

1st PLACE NOVICES

A SUZUKI 400 CYCLONE

AN ADDITIONAL SUZUKI WILL BE GIVEN AWAY BY RIDER ENTRY DRAW

2nd PLACE NOVICES: $50 GIFT CERTIFICATE AND WRIST WATCH
3rd PLACE NOVICE: $50 GIFT CERTIFICATE
1st PLACE BEGINNER: $25 GIFT CERTIFICATE AND CUSTOM TAILORED MOTO-CROSS LEATHERS BY CAL LEATHER
2nd PLACE BEGINNER: $25 GIFT CERTIFICATE AND A WRIST WATCH
3rd PLACE BEGINNER: $25 GIFT CERTIFICATE

SENIORS

1st $310.00 2nd$205.00
3rd $110.00 4th $75.00 5th $50.00
7th $25.00 6th $30.00 8th $20.00

CONTINGENCIES COURTESY OF:
U.S. SUZUKI CORP.
HOUSE OF WHEELS, VENTURA
SUZUKI, SANTA BARBARA
WOODLAND HILLS SPORT CYCLE
SUZUKI SPORT CENTER, NEWBURY PARK
CHAMPION HELMETS

RACE DAY SCHEDULES

* EACH CLASS WILL COMPLETE ALL MOTOS BEFORE NEXT CLASS STARTS. (EXAMPLE: BEGINNERS UNTIL COMPLETED, NOVICES UNTIL COMPLETED, ETC.)

★ JULY 25 '71 ★

NO RACE DAY PRACTICE

6:00 A.M. TRACK OPENS
8:15 A.M. SIGNUP CLOSES
8:20 A.M. RIDERS MEETING
8:45 A.M. RACES START
BEGINNERS 100 – thru Open Classes
NOVICES 100 – thru Open Classes

AUGUST 22 '71 ★

"SAME TIME SCHEDULE AS ON 25 JULY..
BEGINNERS UNTIL COMPLETED
NOVICES UNTIL COMPLETED
SENIORS UNTIL COMPLETED
*"RADIO TEAM RACE"
**CELEBRITY AWARDS PRESENTATION

Practice: Aug. 21 8 am - 3 pm

COST

TO PROVIDE SUCH TOP QUALITY AWARDS AND TO FURTHER ASSIST THE SERVICE ORGANIZATIONS THE EVENTS WILL BE MADE ON A "PREFERRED MAIL ENTRY" BASIS:

BEGINNERS AND NOVICES ONLY — 25 July
MAIL $10.00 (INCLUDES RIDER GATE ENTRY AND CONSOLATION AWARD)
POST $25.00 ("IF ANY AVAILABLE")

BEGINNERS AND NOVICES — "QUALIFIERS" AUGUST 22, 1971
SPECIAL $2.00 IF PAID IMMEDIATELY AFTER RACES ON 25 JULY
MAIL $3.00 (FOR QUALIFIERS ONLY. . .INCLUDES GATE AND TROPHY)
POST $5.00 " " " " " " "

SENIORS
MAIL $10.00 (AMATEURS, EXPERTS, ETC.) INCLUDES GATE
POST $25.00 " " " " "

TO ENSURE HAVING YOUR NAME IN "AWARDS SOUVENIR PROGRAM", GET MAIL ENTRY IN AS SOON AS POSSIBLE. . . .

FOR INFORMATION CALL (805) 643-5858

ENTRY

AMA OFFICIAL ENTRY BLANK ACCEPTED OR

USE THIS OFFICIAL ENTRY BLANK OR 'COPY' EXACTLY 'ENTRY COPIES IN CYCLE NEWS"

CIRCLE AS NECESSARY
BEGINNER NOVICE
SENIOR EXPERT
100___125___250___OPEN___
NUMBER:_____

NAME:_____ ADDRESS_____
CITY:_____ PHONE: (_____)_____ AGE___
MAKE OF CYCLE:_____"CC"_____ SPONSOR_____

* IF YOU DON'T HAVE AN ISSUED NUMBER, WRITE "PIE PLATE" IN BOX AND PICK UP YOUR NUMBER AT TRACK ON RACE DAY. BRING YOUR OWN PLATES, WHITE PLASTIC PREFERRED. + READ CLASS EXPLANATION CAREFULLY. . .INCORRECT ENTRY WILL RESULT IN DISQUALIFICATION.

SEND STAMPED, SELF-ADDRESSED ENVELOPE FOR ENTRY CONFIRMATION AND TICKETS

MAIL CHECK OR MONEY ORDER**PAYABLE TO "TRI-AM" AND SEND $10.00 TO: "TRI-AM", P.O. BOX 1132, VENTURA, 93001. NOV/BEG. DEADLINE 19 JULY 71 and 14 AUGUST 71. SENIORS DEADLINE 14 AUGUST 71. INFORMATION: PHONE (805) 643-5858.

INCOMPLETE REGISTRATION VOIDS ENTRY

THE UNDERSIGNED ENTRANT ACKNOWLEDGES THAT THEY ASSUME ALL RISK OF ANY LOSS FROM INJURY OR PROPERTY DAMAGE TO HIMSELF OR TO OTHERS, DUE TO ATTENDANCE AND PARTICIPATION IN THIS EVENT AND SPECIFICALLY HOLDS HARMLESS FROM ANY SAID LOSS INDIAN DUNES AND ROUGH RIDERS PARKS, SPONSORING CLUBS' PERSONS OR ORGANIZATIONS AND OWNERS OF REAL PROPERTY ON WHICH SAID EVENT SHALL TAKE PLACE.

IF ENTRANT IS UNDER 21, PARENT OR GUARDIAN MUST SIGN ENTRY AND IN DOING SO, ACKNOWEDGES CONSENT TO TERMS OF ENTRY.

SIGNATURE OF ENTRANT:_____
PARENT OR GUARDIAN
IF UNDER 21_____

DO NOT WRITE IN THIS SPACE; OFFICIAL USE ONLY.

ENDURO ESSENTIALS

Part III: Out Upon The Enduro Trail

By Ron Schneiders

Riding an enduro requires a somewhat different attitude than riding a race, even though the two are quite similar in many respects. There is only one important thing in riding an enduro and that is to lose as few points as possible and the good enduro riders are always scheming and working toward that end.

Always get to an enduro early enough to take advantage of whatever advance information is available. Sometimes this information might take the form of a complicated schedule which can be reduced to simpler or more readable chunks. At the very least, you'll want to convert the key times to the real times corresponding to your riding number. Sometimes you can talk to members of the sponsoring club or local riders and find out something about conditions that will help. If all the local bikes are covered with mud up to the gas tank and are running sprockets only two inches smaller than the rear tires, a quick change in gearing might be appropriate.

There are a certain number of chores that must be done before starting any enduro and its wise to plan. As soon as you get up, set your E.T. clock ahead so that you will know at any given moment how much time you have before you must start. It should be set so that at the moment you leave the starting line, the E.T. clock reads 12:00. Taking for granted that your machine is well prepared beforehand, remember to check all the little details. Make a list if necessary. My routine goes as follows: Set the odometer back to zero. Check the gas. Tape my route sheet to the tank. (If you remember to do this after you gas up, you won't spill gas all over the route sheet). Put the number on my helmet or number plate, whichever is required. (Use black contact shelf paper for this. It works great.) Check all tools and spares which I plan to carry which are not in my tool box. (My tool box takes time to get into so I always carry an adjustable wrench secured to the bike by rubber bands, a plug wrench in a little socket and some extra oil in case I should run out of gas and have to fill from some unexpected source.)

Once the bike is completely ready to go, I lay out what I am going to wear for the event, but I avoid making a hard and fast decision until shortly before start time. Wearing the wrong garb often makes the difference between finishing and not finishing. Your body is very adaptable to changes in temperature, but not infinitely so. Wear your Belstaff when its 100 degrees in the shade and you'll surely cook; pneumonia is the fate of the rider who elects to ride in a sweatshirt when the temperature drops below 50.

Goggles are very important. You should have both clear and tinted ones available. Use the tinted ones whenever you're riding in the desert on clear days; use the clear ones whenever the sky is overcast or you're going to be riding in and out of the forest.

You'll have to wait in line for your number to come up at the start line. Don't start your engine 15 minutes beforehand and sit with your clutch disengaged waiting for your time. Start your engine 2 minutes before and engage your gears 30 seconds before it's time to start. When the starter waves you off, take it easy! Give yourself a chance to warm up before you try to make like John Penton. Most guys go five miles out, then sit and wait for the clock to catch up. It's okey to get to the five mile marker a minute early, but more than that and you're riding faster than is necessary or desirable.

As soon as a rider has developed the skill to be a serious competitor, he discovers that enduros are made up of easy sections where it's possible to get ahead of schedule and tough sections where he'll probably not be able to hold the schedule speed. The whole trick to winning is to be able to see the plan that the layout crew had in mind and then capitalize upon it.

For instance, many Northern California clubs lay out a very straightforward run. They will have an easy section where it's possible to get far ahead of schedule, then an impossible section, then a check. If you can "psych" this out, the strategy is clear: bomb the easy section so you have some spare time when you get to the rough section. Southern California clubs often reverse the pattern. The reverse pattern is much easier to ride and in general you'll note that scores are consistently better for all the riders in Southern California events.

A few clubs, particularly those that are primarily enduro clubs, (as opposed to racing clubs that occasionally sponsor an enduro) tend to be tricky in their placement of checks. They'll do something like putting in a section that's so rough that you don't even think about the schedule. It doesn't even occur to you that you could possibly be keeping up because you're having to fight for every inch. Then when you get to the end, completely exhausted, you hit the check and find out that you're 10 minutes early because the schedule was ridiculously slow, even for such a tough section. At 6 mph it takes 10 minutes to go one mile. This is so slow that if you can ride the bike at all, you're going to be ahead. Watch the very slow schedule speeds, particularly if the sponsoring club has a reputation for being tricky.

There isn't space in the article to cover riding techniques for all kinds of different terrain, and besides, I don't think you can learn to ride a motorcycle from any kind of an article, anyway. But here are a few things that I've either learned the hard way or learned through watching some of the real pros in the game.

The first thing to implant in your mind is the necessity for passing. It seems to be almost a law of nature that when you get to a section where you must really "get it on" there's some yo-yo in front of you who's got it off! Once in a while you'll run into a courteous rider who realizes that you're faster than he is (otherwise you wouldn't be on his tail), so he moves over for you. It's almost worthwhile to stop and take a picture of this fellow because he's a pretty rare bird. The rest of the time you're going to have to pass in spite of the other rider. He may be just a beginner who is unable to control himself well enough to let you get by, he may be unaware of your presence, or he may be one of those jerks who wants to race with you in spite of the fact that he's riding a full gear lower than the terrain will allow!

You have to get around and quickly. Everyone must form his own set of rules or ethics or whatever you want to call them for this passing situation; here, are mine. If I think a rider isn't aware of my presence, I come right up behind him and holler, scream, blow my horn (Yep I do have one!) and sometimes, if it's practical, I shift momentarily to a lower gear and let the engine scream right behind his left ear. If I sense that the rider is a real beginner who either doesn't know better or can't control his bike well enough to let me safely past, I take to the rough or grit my teeth, curse all novices and wait. I take no chance on causing him to fall. My personal belief is that riders of lesser experience and ability have a right to be on the trail and more experienced riders should help, not hinder them, in their efforts to learn. So even though I might wish he were on the moon, I don't try to put him there. The klutz that wants to race is something else again. Passing in close quarters is part of racing, so if that's his game, I play it and he better not make any mistakes or he gets used for traction! Keep in mind that if you can catch him and pass him, you're the better rider, so in one of those situation where only one rider can come out rightside up, you've got the better chance.

A bottleneck is a place where only one rider at a time can get through, except when some 103 pound rider has wedged a Triumph Twin in the spot and nobody can get through. Nothing can spoil a run faster than a bottleneck and all organizers are aware of it, but unfortunately a bottleneck doesn't always look like one when the run's being laid out. In California when a bottleneck develops all the riders queue-up like they expect to be served tea and crumpets, or something. It's an old British custom that we Californians have mixed up a little. Actually the

(Please turn to pg. 31)

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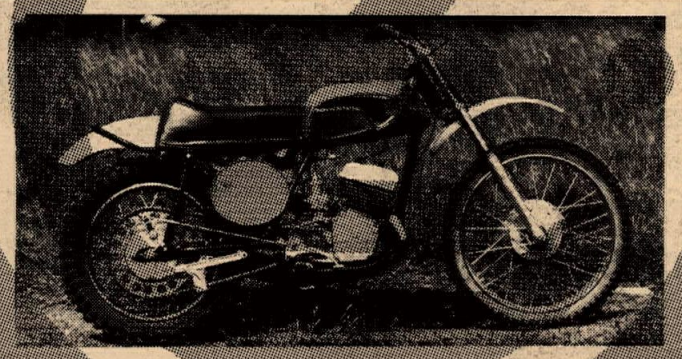
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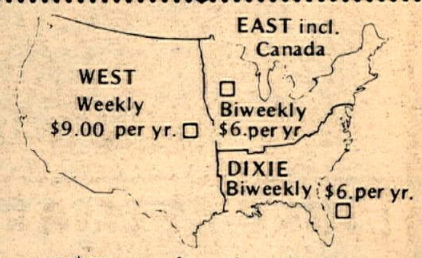

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Patrick/Bowers Win Adelanto 200

By Ron Schneider

ADELANTO, CAL., July 3, 1971 – There is a cross-country motorcycle race held almost every weekend of the year in the California desert. Sportsman clubs put on the races, riders pay 3 or 4 dollars a piece to ride and the money collected is used to buy trophies and pay expenses. Sometimes there's enough

This is a bad angle from which to watch Mike Patrick winning a race. He gets pretty close pretty fast!

left over for the club to hold a party after the race but not always. And ever since it began, people who are at least as interested in money as in sport have looked longingly at the phenomenon and wondered how to make it pay. All that machinery, all those people, all that enthusiasm, there just had to be some winning combination!

There is one significant difference between desert racing and any other kind of racing: There aren't any spectators, thus there is no "gate." The only potential for making money (so far) is from the riders themselves and from the manufacturers with products to advertise. So now there are a whole bunch of races based on the formula of "big entry fees and lots of publicity for the products". The latest venture is by an outfit called the American Cross Country Racing Associates. ACCRA tried to stage a race once before but a multitude of problems forced them to cancel the event. Today they tried again and this time they were successful to a degree.

The Adelanto 200 is just like a miniature Mint 400. Bikes go the first day, four fifty-mile loops, and the cars go the same on the following day. The course is laid out on BLM land in the area bounded by U.S. 395, Shadow Mountain Road and Highway 466. Marvin Beard, a long-time desert racer and sometime-member of the Prospectors M.C. did the layout work and apparently did it very well. While the course contained no horrendous obstacles, it was a tough, choppy surface all the way. Gene Cannady came up to Beard after the first loop and said, semi-seriously, "I thought you said the course was going to be fast. It was rough, chop-chop-chop, all the way. I could have gone faster over 75% of the course on my Sachs!" (He was riding a Yamaha this trip.)

Beard told him he had averaged over 50 mph. Cannady considered that a moment and then walked away, shaking his head.

But it wasn't Cannady's day. This was strictly a Mike Patrick Benefit race. There were three classes, up to 125cc, 125 to 250 and over-250. Patrick was in the over-250 class along with 14 of the 25 entrants. He was teamed with his regular partner Phil Bowers and there just wasn't any real competition. Their closest competitors were Gene Cannady and Tom Garner. Cannady, in fact, turned better times than either Patrick or Bowers, but Garner, although he tried his best and did very well, just isn't in the same class with Cannady, Patrick and Bowers. In the last lap Garner managed to hit something so hard that he bent the rear rim halfway to the hub, but the tire didn't go flat! Cannady and Garner finished second, about 15 minutes total elapsed time behind Patrick and Bowers. Third, running 43 minutes behind the leaders, were Lee Hamby and Demby Dailey on a 400 Husky.

The 250 race was a much more exciting event, although it was more difficult to keep track of the competitors because they were mixed up in the pack. The top four teams were Larry Bergquist and Gary Griffin (Bul), George Walker and George Zuber (AJS), Tom Poteet and Wes Anderson, Jr. (Ric), and Armand Capprio and Tom Newgent (Mon). For a while it looked as though the Poteet-Anderson team might just win overall. Their times, 1:02 and 1:06 were as good as Patrick's and Bower's. But something on their chain guard came unglued and it started acting as a chain derailer. After losing the chain several times they were forced to retire.

Behind Poteet and Anderson, waiting for the break which came, were Bergquist and Griffin. They won the class in 4:42:00. Capprio and Newgent were second, 30 minutes later, and Zuber and Walker were third, an hour behind the winners.

The 125 class left something to be desired – like about a dozen more entries. There were only three entries total! Two finished and Steve Hurd and Eric Jensen triumphed over the meager field on a DKW. A couple of relative beginners, Dale Conners and Rod

Eric Jensen: First place money was less than the entry fee!

Roderick on a Rickman Micro were second, (about an hour later) due to misfortune on the part of the very quick Baja team of Earl and Larry Roeseler.

The bikes got their revenge over the cars this week. The Patrick/Bowers team beat the winning car's time by about 3 minutes. The car was driven by no less than Bobby Ferro, winner of the Baja 500 of a couple weeks ago. The car was a Sandmaster, as were about half the entries.

ACCRA is allied with the American Legion and is seeking to promote the sort of county fair, apple pie, and beauty contest aura that the American Legion has been seeking to perpetuate

Larry Bergquist: He's got 50 miles to go and he's in a hurry!

for the last fifty years. Thus on Saturday night they held a square dance which had been preceded by a contest for the home grown beauty of Adelanto. In between was, naturally, a barbeque. In the middle of Kansas it might have made the summer worth while, but 50 miles from L.A. it seemed 50 years irrelevant.

On the whole the ACCRA seems to have done as well as might be expected of a new organization with more than its share of troubles. It had a good course and it ran an efficient race. But it seems to me that when an organization asks riders to have faith in them, and enter their event, they ought to promote the faith with a little bread. This event had little publicity and hence had very few entrants. Since there were few entrants there was little prize money. Mike Patrict and Phil Bowers made out best: they won $262.50 which isn't much return on a $75.00 entry fee, but at least pays expenses. But consider the case of Eric Jensen and Steve Hurd. They won their class, finished seventh overall and collected a grand total of $66.20 to be split between them. I called Eric at his shop, Yamaha of Eagle Rock, and asked him how he felt about this turn of events.

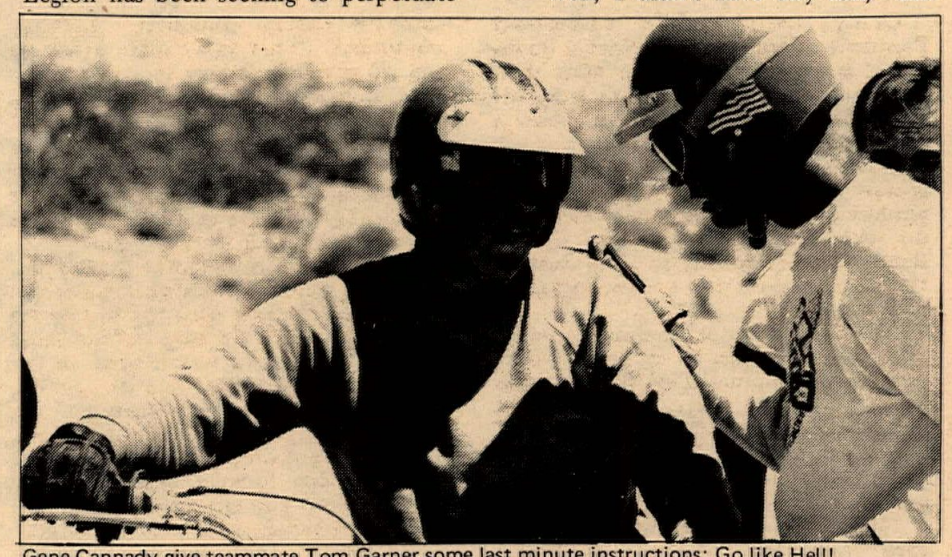
Eric was taking it philosophically. His sponsor picked up the entry fee so his first place prize almost paid his expenses. "But it's their first race and they did a pretty good job. I figure they'll get better. They should have advertised it a little more."

"How'd you like the course?" I asked.

"Well, I didn't have any fun," Eric said, "There was just about five miles that required much skill. The rest was just hang on with the throttle wide open. Still it's probably about the best they could do in that area."

Just hanging on can be painful. Jensen's hands were so blistered after the event that he was unable to ride the Dual European point run the following day. Eric's attitude is probably typical of most of the riders who are basically still sportsmen. But if I were ACCRA, I wouldn't count on that attitude lasting too long. If the thing is a business and making a profit, then riders might just start expecting to make something too.

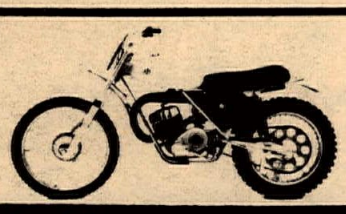
(Results on page 28)



Gene Cannady give teammate Tom Garner some last minute instructions: Go like Hell!

CONVERSATION PIECE

OVERHEARD AT OSTEEN'S RECENTLY



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"Good idea. How do you like it so far?"

"JUST GREAT MAN! I HAD A 250 STORMER WHEN THEY FIRST CAME OUT BUT I MUST ADMIT IT LET ME DOWN A COUPLE OF TIMES. SILLY LITTLE THINGS MOSTLY."

"Yeah, I heard that. I always liked the looks of the Ajay but I held off till they updated the model. What else have they done?"

"SEEMS LIKE MOST OF THE SMALL GRIEVANCES ARE SORTED ON THIS MODEL. THINGS LIKE THE REAR SPROCKET FIXING, THE FILLER CAP, THE CHAIN GUIDE. THE FORKS ARE SOFTER, THE SPOKES ARE HEAVIER, AND THERE'S A NEW 10 FIN CYCLINDER WHICH REALLY HAULS ASS."

"Hmmmmmm. What did you pay out the door?"

"I WAS IN A HURRY SO I COULDN'T SHOP AROUND. MY DEALER IS PRETTY STRAIGHT AND WON'T DISCOUNT ANYWAY. I PAID ABOUT TWELVE HUNDRED BUCKS."

"Was that for everything?"

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"Sounds good."

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Rodgers Finds Can-Am Point Lead, Rapp Smokes

By John Grout

VALENCIA, CAL., July 4, 1971 – Whether or not you subscribe to the fact that this place once belong to the Killiklik Indians is of little importance. Even if you're a non-believer in the fact that one of its peaks contains a graveyard which belonged to some age-dimmed colony, it's of no importance. Because 450 riders who watched three of their tribal brethren take to the warpath, a scalping foray as it were, will gladly correct your thinking...

John DeSoto, Tom Rapp and Dave Rodgers all came to Indian Dunes today. All three of them demonstrated their particular war dance. And all three of them could have chipped-in together for the hire of a Brinks wampum-hauling truck.

During the first moto for the 125 Seniors, young Kenny Zahrt, while displaying some tremendous, crossed-in-the-air leaps, held the pack at bay for the better part of five laps, finally to encounter mechanical problems which gave the lead and the moto win to another Bultaco rider, Dave Rodgers.

Attempting to keep his Can-Am point lead for the class, Rodgers roared right back in the second and third heats for a grandslam victory. Scott Hoffee (Bultaco) and Larry Watkins (DKW) finished directly behind Dave in the day's overall score.

Tom Rapp, the Buena Park Bultaco flyer, proved that his near-thumping of the European riders during last week's Inter-AMA races was no fluke, as he got serious with today's top field of 250 Seniors. While never once in any kind of trouble, Rapp grabbed the overall from Mark Cook (Husky) and Ron DeSoto (C-Z).

Setting out to show why he's listed as the number one motocross racer in America, Johnny DeSoto went on a scalp-collecting binge during the Open Senior slug-out.

After uncorking a buzz saw of a new 400 Suzuki, DeSoto, with a fantastic display of riding ability, brought the gigantic flock of spectators to their feet time and again! There wasn't anything that the "Flying Hawaiian" was not able to do.

Locating jumps where there were no jumps, DeSoto appeared to be racing on air. He sailed his orange machine so close to the lip of one steep sandbank, that nothing but the force of gravity was between himself and an entry into orbit. He was so far in the lead during his three motos, that he could have finished them on foot – pushing.

Joe Rose gathered three straight wins from the Old Timers brigade, while Joe Flores did the same thing against tne 100 Juniors.

Indian Dunes regular Scott Hoffee shows the correct form on a berm.

John Hagar, a protege of brother Dave Rodgers, grand-slammed the 125 Juniors on his roaring, rolling Bultaco.

Kenny Cook, astride a flame-orange Montesa, turned aside a large group of 250 Juniors with three straight wins.

This weekend, July 10 and 11 Indian Dunes will feature an All-Junior card on Saturday, and an all-classes motocross program on Sunday. Racing both days will get under way at 9:30 am.

Monday, July 12, John Rice will hold a free school at the old reservation for anyone who might be interested in improving their moto racing ability.

Baron Stops Wright

GARDENA, CAL., July 1, 1971 – Jeff Wright, the favorite in the 125 Expert class, was stopped at five straight wins by his Rickman teammate Bruce Baron.

Wright won the first moto in a wheel to wheel battle with Baron, who ended up a close second. Greg Cunningham took the second moto on his Yamaha, and Baron was second again with Wright fourth. Going into the last moto, any one of the three riders would win with a first place.

In the second turn it was the three Rickmans of Baron, Wright and Ruben Bennites. Wright and Bennites locked bars and Wright went down. Baron went on to win the last moto and taking the class win as Cunningham grabbed second and Wright third.

The 250 Sr. event was also a wild affair. Baron took the lead with Bryar Holcomb grabbing second, both on Rickmans. Tim Hart was left on the starting line with a dead engine.

Baron and Holcomb dueled it out with Baron taking the moto and Holcomb second. Dick Baxter took a strong third. It was another story in the second moto. Wright took the lead but Hart and Holcomb were able to work past him. Hart took the win and Holcomb second with Wright third.

In the final moto, Baxter grabbed the lead but Holcomb and Hart again worked their way past him and dueled for the lead. They went into the tight turn on the back side of the course bar to bar when Hart went down hard, and Holcomb took the lead. But, on the last turn he was pushed hard by Baron and dropped it giving Baron the moto. Holcomb picked his bike up and finished third which was enough to take the class win for the night. Baron was second and hard luck Hart was third on the Maico.

There was also a battle royal in the 500 Expert class. Mike Cram took the early lead with Hart close behind, both on Maicos. Hart was really working Cram over. First he would try the inside then the outside. He set up a big fast broad slide on the banked infield turn and zoomed down on Cram but each time he was held off. On the last lap Hart tried the inside on the turn by the infield fence and Cram closed the door on him and Hart went down. Cram won the moto.

The same battle raged in the second moto as Cram held the lead for the win and Hart tried everything to pass him but had to settle for second.

In the third moto Cram took the lead again as Hart was still in the pits after getting off hard in the last 250 Expert race and Hart started dead last. Cram won the race and the class with three wins. Hart ended up second for the night, and Curt Markham was third on a Husky.

(Results on page 28)

Clubs Star in Martino Cheat Fete

By John Grout

VALENCIA, CAL., July 5, 1971 – Anyone who says that Checkers cheat is full of tutti-fruitti. Just ask any of the 100 Victors and Viewfinders members who were present for the Whitey Martino Benefit Scrambles at Indian Dunes Park and they will get you straightened out.

The afternoon's last race – billed as a motorcycle club contest – turned out to be one of the wildest, and funniest slapsticks ever to be presented. When the banner dropped what must have been very close to 120 bikes grabbed fire. The Checkers heads in one direction, the Viewfinders in the other and the Victors in still another.

What had been a four-mile European Scrambles course promptly became a two mile TT. An unidentifiable object zipped past the official scorekeepers at the start-finish line 10 times in five laps. John DeSoto's track record of 4 minutes flat, established while winning in an earlier race, was quite suddenly bettered by a full three minutes.

John Rice chased a Checkers club member along the back part of the circuit, apparently upon intent of discovering where everyone had been disappearing. The last seen of Rice was the fog upon his blue helmet sinking slowly into the center of a clump of greenery at river level.

The International racing radio mobile unit, located atop the high hill turn, crackled out across the airwaves "I think they're all cheatin'.

"Write down the course cutters on your pad," were his orders from control.

"My pad ain't big enough," came the reply. "The only rider who has come by this checkpoint – at all – is No. 74, and he's only done it two times in the last seven laps or so."

And then the checkered flag came out; from somewhere out of the dust and roar, there emerged a winner.

Meanwhile during the earlier and more serious racing, DeSoto, Tom Rapp, Larry Watkins and Cortus Brooks sailed to long margin victories in their respective Senior divisions.

Complete results will appear in next week's issue.

IRRC Wires the Dunes

Grady Lafferty, the 41-year-old President of International Racing Radio Crew, is a guy who extracts more than the usual amount of pleasure from his job. He'd have to – he doesn't draw a pay check for the work he does.

You see, the I.R.R.C. is a non-profit group whose chief function is in rendering aid and assistance, which they do with the help of two-way Citizen Band radio equipment, to entrants in all types of competition events, including boat races.

"We recently took an entire crew of our radio operators to an enduro boat race, being conducted on the Colorado River," grinned Lafferty. "It was a new experience for the club members. Talk about action!"

The club also assists at Dune Buggy and motorcycle events.

"We've got a big group that works each and every weekend at Indian Dunes Park – the large motocross track out by Castaic Junction," Lafferty continued. "That takes quite a few of our 50 active members to cover. They race both Saturday and Sunday on the old reservation."

The club, which is now seeking new C.B. station operators for their expanding activities, meets every other Wednesday evening at Dial's Resturant in Northridge, Calif.

Lafferty, a C.B. operator for the past 10 years, has also been an avid cyclist since he was 15. "I used to have an old Harley 74 which I'd ride out to Santa Monica Stadium to watch some of the legendary speedway stars in action. Guys like Lammie "The Flying Frenchman," and the Milne boys. So, you see, I not only get satisfaction out of being able to help those who may need it, but I also enjoy keeping abreast of current trends in the racing world."

Club information, phone 805/526-3972.

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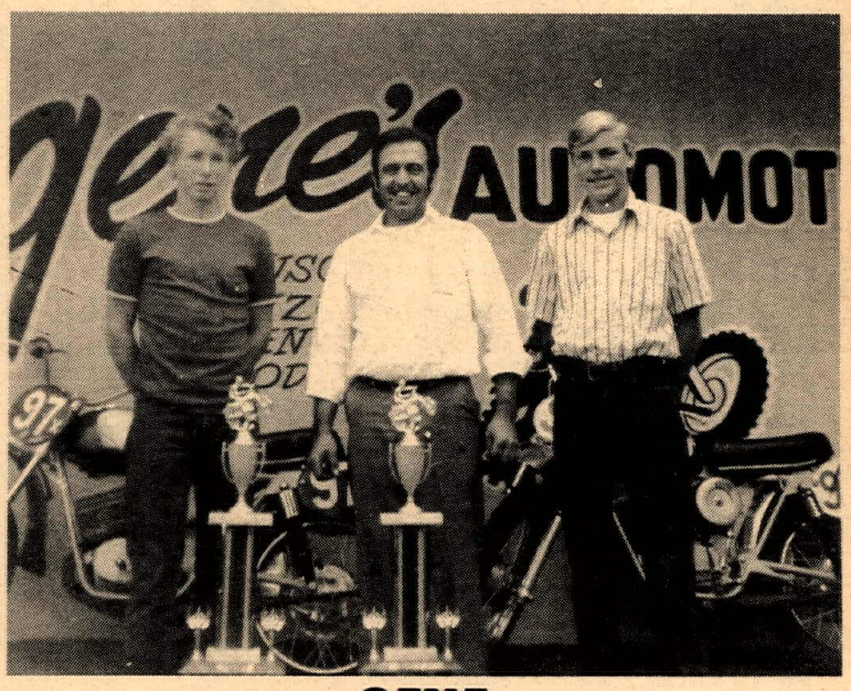

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Shaw Shines as Woods Gets 70-Yard Handicap

By Mike Capalite
Photo by Dennis Greene

COSTA MESA, CAL., July 2, 1971 – It looked like Rick Woods was on his way to a clean sweep tonight until the officials decided that he was making it look a little too easy and voted to start him on the 70-yard line in the main event. With the start on the 70-yard line, Rick would need the breaks to win, but he didn't get them as the riders packed up in front of him and there was no way around. Larry Shaw, who had gotten a good start and dropped into third behind Fishburn and Moon, soon polished them off to take the lead and the win with Mike Bast right behind him and Butch Fishburn third and Woods fourth.

In the Scratch Main Event, Woods again made it look easy on the greatly improved track surface after taking the lead out of the first corner, but it was no runaway as Mike Bast stayed close enough to his rear wheel that Rick knew a mistake would cost him the win; but he went on to his sixth win of the evening, with Bast second, Shaw third and Scott Autrey fourth.

Rick might have been happy over his wins, but there was no one happier that evening than 12-year-old Perry D'Armond from Los Alamitos. Perry was the lucky winner of the Yamaha mini-enduro given away by Milne Bros.

In the division II Main, Rod Parsons kept his head for the whole race and fought off Jim Dorons constant challenges for the lead and came home on top with Jim in second and Scott Sivadge third. Mickey Quade, Steve Gresham, and Paul Henderson rounded out the rest of the finishers.

Television star Billy Grey has returned to the racing scene and he has done it with a flourish as he came in as a reserve rider in the second division III Main and took the win going away to emulate what Phil Moon did in the first division III Main.

Woods Steals Scratch

By Sportphoto

BAKERSFIELD, CAL., June 30, 1971 – United States Champion, Rick Woods pulled off a wire-to-wire win tonight in the Scratch Main with a fantastic display of traction and how to put that horsepower on the track. The issue was never in doubt as he broke out of the gate first and once in the clear, proceeded to open up some empty track between himself and the rest of the field.

The Topanga Flash, Sonny Nutter, was otherwise occupied fending off the many determined charges of 'Lightning Larry' Shaw, who was fighting off an inspired Mike Konle. If the majority of the crowd hadn't been so intent on watching Woods extracting every last iota of forward motion available, they would have seen a tremendous three-way duel a little way back.

Don Cullum charged right out into the lead of the Scratch Consolation but, in a portent of things to come, his bike was slightly off note. Les Chankey needed two laps to get a claear lead on an ailing Steve Bast, then another to slip under Cullum in the last turn to take a lead he held to the checkered.

Rod Parsons picked up the win in the Second Division Main in a wire to wire effort over Dick Cochran and Nick Nicholaides.

Mike Lopez came from the 50-yard-line to grab the win over 16 other hopefuls in the bicycle race and took home a new helmet donated by Safetech.

(Results on page 28)

WE GOT BEAT AGAIN

In the Baja 500 we beat all the bikes - except 1. We beat the 250s and 360s and 400s. All sizes. Except 1.

We did the same thing in the Elsinore Grand Prix big bike class, where there were 700 entries.

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But we don't want our 2nd place team, Gene Cannady and Max Switzer to feel too bad about losing to J. N. Roberts & Malcolm Smith on a 400cc Husky.

In fact, we wonder what J. N. and Malcolm will do if DKW ever builds a bigger bike.

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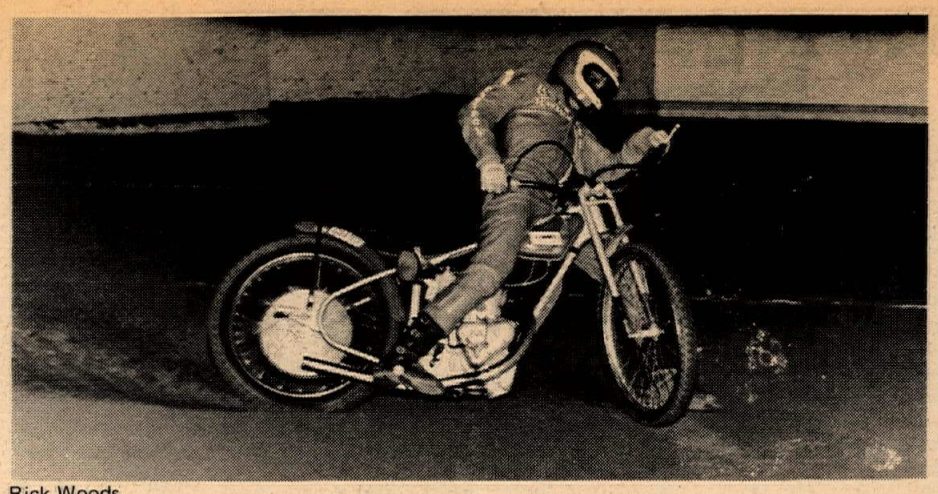

Rick Woods.

Warren Pulls Out Surprise 50-Lapper

By Art Loya

SOUTH GATE, CALIF., July 1, 1971 – Tom Warren of North Hollywood was up to his old tricks Thursday night by scoring one of the season's biggest, most popular wins in the 50-lap 250 TT Main Event at Trojan Speedway.

To hear prerace forecasters tell it, Warren, whose winning Bultaco was finely tuned by Performance Products & Imports prior to the race, had as much chance of beating out top favorites Chris Smith of Ontario, and Dale Hopkins of El Monte, as a Volkswagen had against a freight train.

However, anybody who has watched Warren compete during the last two racing seasons really shouldn't have been surprised of his victory over Smith (Mon), Hopkins (Bul), Bob Byars (Oss), and Paul Coberly (Bul). He was clearly the classiest of a top field of twelve starters although he appeared to be in trouble several times mid-way in the Main. Warren's key to the winner's circle was his keen talent for rail skimming, slipping through on the inside of traffic and saving ground during the grueling 50 laps.

In all, three riders held the lead at one time or another. Smith got the jump on the field as starter Bob Scheman dropped the green flag with Hopkins, Warren, Byars, Coberly, and Toby Stanford (Bul) in hot pursuit. On the third lap, Hopkins moved ahead of Smith and led for six laps before Smith regained the lead in a wheel-to-wheel battle. At this point, Byars had now moved to third over Warren as all four riders pulled away from the field to make it a four-way duel for the lead.

Setting a faster pace than at first was anticipated, the leaders started to lap the field by the 13th. Bob Sanders, who has proved to be almost unbeatable in the 100 class aboard his Kawasaki, gave the fans a sterling performance after trailing in last place on his little but potent speedster, as he moved to fifth place by the 14th lap. Somehow, Sanders gave the appearance of a giant killer as he methodically eliminated his oppostion on the much bigger bikes.

By the 23rd lap, Smith, Hopkins, Byars, and Warren, had lapped all but Sanders, but six laps later both Hopkins and Sanders were involved in a tangle resulting in Sanders losing two laps while Hopkins just barely managed to save it and resume in fourth position. At the mid-way point the standings were Smith, Hopkins, Warren, Byars, Sanders, Dan Corbett, and Coberly. Steve Scott (Bul), who has encountered his share of bad luck this season at the Trojan oval, spilled on the 30th lap and was unable to continue action.

Relentlessly pressuring Smith for the lead, Warren finally slipped under Smith for the lead on lap 35 and continued to stretch his lead all the way to the checkered that climaxed an excellent performance on a well-prepared track.

Rounding out the top ten finishers were Tom Doty (Hon), Corbett (Bul), Stanford (Bul), Sanders (Kaw), and Bobby Baker (Oss).

In earlier action, Smith easily outdistanced Nick Voge (Bul), and Stan Sweany (Bul), to win the 250 F.T. Main. Sanders' best performance of his three Main Event wins came in the 125 F.T. feature by out-speeding Bultaco-mounted Corbett, and Steve Young (Yam), as Sanders guided what has turned out as one of the hottest Yamahas at the fifth-mile oval and prepared by Yamaha of Fontana. Sanders other wins came in the 100 F.T. and 100 TT Mains, this time on Kawasaki mounts.

The events here at the South Gate oval, have picked up with fast-paced action, larger fields, and intense competition. Together, with the return each week of new and veteran riders, Trojan appears to be enjoying a significant jolt of new vitality. Class A Speedway bikes compete every Saturday night on the newly-surfaced oval.

(Results on page 28)

Cody Injured at Ventura

By Mike Capalite

It appears that speedway fans are going to have to do without one of their favorite stars for awhile as Bill Cody will be sidelined with an injury received at Venutra last Monday night.

Bill was matched up in a very close semi and all the riders were packed very tight for the first lap, with Bill on the outside when it looked as though his front wheel was going to wash out. He was apparently just going to lay it down when suddenly the front wheel hit a hole in the track and he high-sided, breaking his collar bone.

A four to six week layoff is reported for the ace from Westminster, Calif. It is a tough break for Bill, who has just become the father of a baby boy born two weeks ago to his wife, Fran.

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Perris Regulars Moving Up

By Elaine Jones

PERRIS, CAL., June 26, 1971 – The Novices kept getting better and faster and thus find themselves transferred to the Expert class. Saturday night was no exception. Walt Foster, after winning the Novice Moto, asked if he could ride the Open class. Under a warning that he would be transferred if he won, he went out and blew them in the weeds posting the second fastest lap time of the evening.

Sandy Armstrong who was the point leader for the evening, disqualified himself for riding a 250cc Bultaco in the final moto. The rider who finally came up with the win was last week's Novice transfer, Jack McCafferty, with another transfer Ken Miller in second place.

Noticeably absent was Andy Skeel who was bunking in Gardena Memorial Hospital with a broken collarbone, broken shoulder blade, and two broken vertebrae, suffered in a crash at Ascot the night before. He is now mending at home with his "eater of the week" trophy passed on by Skip Gallagher who also got his at Ascot.

Sandy fared much better in the 250cc Amateur-Expert class and it was his first time out on the smaller bike. Dennis Creason and Jamey Blunt applied a lot of pressure but Sandy held in there for the win. Dennis was second and Jamey third.

Bill Lail made the transfer scene as he came through with his third win in the 250cc Novice I. Norm Blake topped Tom Avion and Jerry Renner to take the second Division.

Blunt just keeps rolling along in the 175-200cc class. Gerry Burton has tried everything short of starting him in the pits with a dead engine and he still manages to get through for the win. Neil Winston and Jim Southern duked it pretty good with Neil coming across for the second spot leaving Jim with third.

Rex Hailey moved to a bigger class but it didn't stop his winning ways as he showed the boys the way in the 125cc Novice class. Randy Monroe looked like he might argue the point but didn't have enough. Tim Holm was third.

Steve Bales, a regular took the second Division of 100cc Novices while a newcomer to the winner's circle, John Cockburn grabbed the first Division.

Hard luck rider for the evening was Bob Greenstreet who posted the fastest time for the evening but just couldn't get it together in the motos.

Robert Friese and Mark Applequist won the mini-bike classes and Edward Shipley and Jerry Meiner took the mini-cycle goes.

Manuel Burton was honored at the Pizza Palace after the races for just being a heck of a nice guy and a fine photographer.

(Results on page 28)

CORONA SAGA CONTINUES AS CITATIONS SOUGHT

By Elaine Jones

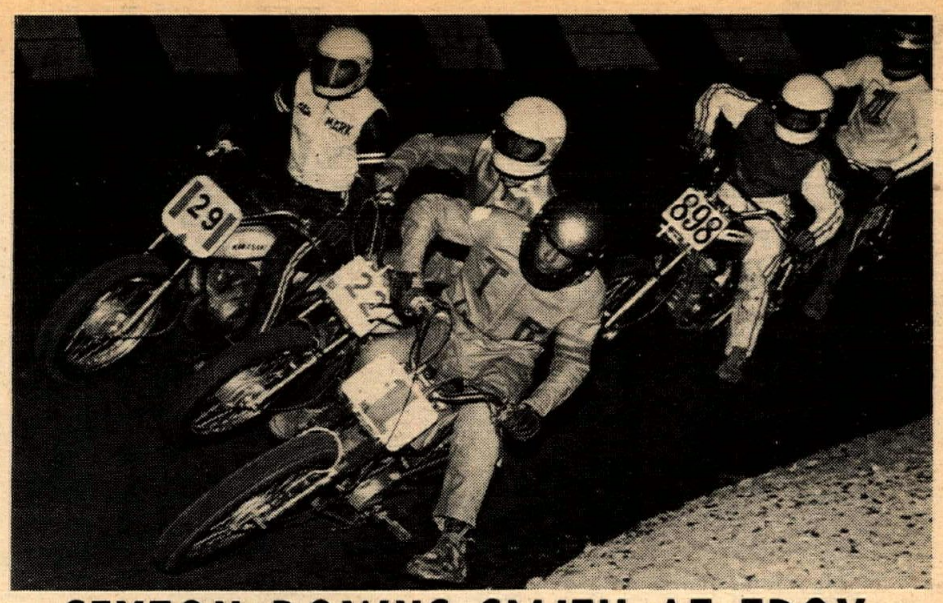
CORONA, CAL., June 28, 1971 – Loma Linda University, La Sierra Campus, located three miles from Corona Raceway, instructed their attorney, Darrel Yeager, to ask the Riverside County Board of Supervisors to instruct the District Attorney to cite each driver at Corona Raceway; to cite organizers and promoters; to have a civil case prepared against the raceway; and to mandate against the City of Corona for not enforcing noise laws.

He also asked the Board to support legislation to authorize itself to take action in such matters.

District Attorney Byron Morton told the Board that he would check to see if a civil injunction would be possible to abate a nuisance immediately.

The Board turned the entire matter over to Morton.

Decible readings were taken at Loma Linda's La Sierra Campus and they did not register. The man returned to the track and asked when they were going to start racing and was told they had been for 45 minutes.



SEXTON DOWNS SMITH AT TROY

By Art Loya

SOUTH GATE, CAL., June 24, 1971 – Jeff Sexton and Chris Smith combined their exciting talents Thursday night at Trojan Speedway to share the winner's circle in the combined TT and flat track motorcycle racing speedfest.

The South Gate oval is stepping up the action as two of the most vital elements for an exciting and enjoyable race, close-quarter racing and red-hot racing duels, were prominent in the 25-event card.

PIKES PEAK HILLCLIMB SANCTION WITHDRAWN

The Pikes Peak Hillclimbers Association of Colorado Springs, Colo., were informed that the AMA was having to withdraw its sanction to their event scheduled for July 11.

The original sanction application submitted on May 18 did not indicate that the promotion was to be a professional (purse-paying) event, and was applied for on an amateur sanction form, and was granted sanction on that basis. The promoters, new to motorcycle promotion, were totally unaware of the error which led to this sanction withdrawal.

The circumstances have not affected the relationship between the Pikes Peak Hillclimbers and the AMA. The event in 1972 will most likely be AMA sanctioned.

Sexton of Upland, Cal., aboard his Maico, defeated top favorite Smith in the 250 TT Main Event, but only after meeting the best challenges Smith could muster out of his Montesa. Beating one of the winningest riders at the fifth-mile oval, Sexton, made it known that he will be a solid contender for top honors this season. Following Smith across the finish line was Bob Byars (Oss), Rick Isbell (Oss), and Danny Jones (Bul).

To the surprise of only an unsuspecting few, Smith was victorious in the 250 F.T. Main over Nick Voge (Bul) and Isbell (Oss). Sexton and Jamey Blunt (Oss), brushing wheels while dueling for second and third positions, spilled on the second lap as the field of ten narrowly missed both riders.

Bob Sanders, (Kaw) currently one of the hottest items at the Trojan exchange, and Mark Revels (Kaw), along with Tom Doty (Hon), were the big guns in the 100 F.T. Main. Sanders, who also scored big in winning the 125 F.T. Main, this time on a Yamaha, rode hard, fast, and furious, making it clear to his fans that he was making it up for an earlier loss. In all, Sanders accounted for wins in the 100 TT and 125 TT Mains, 100 F.T. and 125 F.T. Mains and the 125 F.T. Trophy Dash.

(Results on page 28)

scene world speedway

By Peter White

Speedway king, Ivan Mauger, continued his phenomenal winning run with a slashing 14-point victory in the British Final of the World Championship series at Coventry, England on June 16.

Mauger again dominated the proceedings and was beaten only once during the prestige title tilt. The man to better him was, of course, his fierce Kiwi rival and romer World Champion, Barry Briggs who also in determined mood finished runner-up in the overall points tally with 13.

Whock third placegetter was a young Englishman who was virtually unknown last year, Tony Lomas, a second division rider. He was having his first crack at the international big time and came through with flying colours. He is now being hailed as the 'find of the season' in Britain and should be earmarked for overseas tours in the near future.

Although he was riding at his home track, Lomas looked sharp, especially from the tapes, and notched 12 points which was sufficient to beat all but the New Zealand Big Two.

A dozen riders out of 16 qualified from the British Final and no go forward to the British/Nordic Final which is scheduled for Glasgow, Scotland on Friday, July 30.

The other qualifiers are: Bert Harkins (California's favourite bespectacled Scotsman) who scored 9 points, Ray Wilson (England) 8, Martin Ashby (England) 8, Bob Kilby (England) 7, Ronnie Moore (New Zealand) 7, Dave Younghusband (England) 7, Nigel Boocock (England) 6, Eric Boocock (England) 6 and Jim Airey (Australia) 6. Reserve is Geoff Curtis (Australia) who also scored 6 points but did not have sufficient heat wins to pip the others.

Unlucky riders who missed out were current Austalian Champion John Boulger and English internationals Howard Cole and Arnold Haley.

Mauger's win gave him his second British Championship in succession and underlined once again the fact that he's certainly number one in world pseedway today.

The above-mentioned riders will meet the top four from the Nordic Final in the British/Nordic meeting at Glasgow. Then the top eight will go to Wembley for the European Final against the top eight from the Socialist countries such as Russia and Poland.

From there the top ten will go to the World Final in Sweden.

The four qualifiers from the Nordic Final are Ole Olsen, the sizzling Dane who is freely tipped to give Mauger his hardest battle in the quest to retain his World Crown; Reidar Eide (Norway) and Bent Norregaard and Kurt Bogh (Denmark).

SWEDISH QUALIFIERS

The six Swedes to contest the World Final itself in their homeland on September 10 have now been sorted out. They are Anders Michanek, Bengt Jansson, Soren Sjosten, Bernt Persson, Leif Enecrona and Tommy Janssen, a second division rider. Reserve is Gote Nordin, who struck engine troubles in one of the three qualifying finals.

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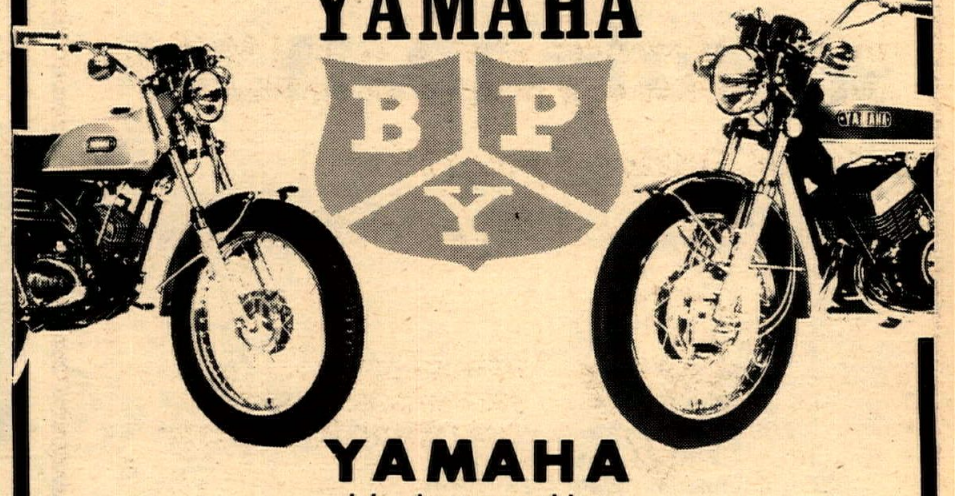
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24-HOUR PRODUCTION ROAD RACE
Steel City Speedway
Nelson Ledges, Ohio
June 19, 1971
By Frank Munz

FIRST OVERALL
Honda 500; Don Bartrum, Dave Belknap, Wendell Swegan
CLASS I—125-226cc
Bridgestone 200 (680 laps); Ray Smith, Lynn Amos, Mike Corcoran, Terry North
CLASS II, 226-310cc
Suzuki 250 (756); Paul Meredity, Bob Rechtenwald, Albert Gelb, Jim Taylor
Suzuki 250 (671); Jerry Crosser, Jim Gee, Chris Dobyns, John Kelly
Ossa 230 (456); John Markowski, Mel Tennyson, Harry Fisher
CLASS III 311-500cc
Kawasaki 350 (717); Frank White, Bill Ewing, Joe Megyes, Dan Gedeon
Kawasaki 500 (690); Tom Carlson, Jim Kersting, John Webb, Dewain Davis
Honda 350 (686); Bob Adkins, Dick Adkins, Dave Jones
CLASS IV 501-Open
Honda 500 (807); Don Bartrum, Dave Belknap, Wendell Swegan
Norton 750 (799); Bob Radke, Dick Stark, Stephen DaCosta, Dave DaCosta
Moto Guzzi 750 (768); Bob Evans, Bob Sharp, George Smith, Dan Heisterman

DIST. 36 STANDINGS
SCRAMBLES
June 25, 1971

John Gennai	113
Jim Foley	84
Bill Budde	61
Mike Renslow	59
Rick Hocking	55
Larry Drew	50
Pat Hennen	50
John Hall	39
Ray Huff	39
Rick Otto	37
Pat McCaul	36
Jim Brooks	33
Steve Foster	33
Jim Crenshaw	28
Craig Filmer	28
Bud Smith	27
Steve Hernandez	26
Neil MacDannald	26
John Hlebo	25
Rocky Malynn	24
Vic Sloane	24
Jim Saitone	24

MOTOCROSS
Bay Mare Park
Somis, California
July 4, 1971

100 JUNIOR	
Tom Morris	Hod
Tom Campbell	Hon
Kevin Head	Hon
125-UNDER 5	
Pat Lyons	Bul
Glen King	Bul
Lee Johnson	Yam
125 JUNIOR I	
Bob Popa	Yam
Bret Chapman	Yam
Rod Scott	Yam
250=UNDER 5	
Randy Nordyke	Bul
David English	CZ
Gene Tolls	Bul

PRO TT
Graham Speedway
Graham, Washington
June 25, 1971
By Dick Sjoboen

NOVICE DASH	
Sam Martin	Bul
JUNIOR DASH	
Randy Skiver	Tri
EXPERT DASH	
Emil Ahola	Tri
NOVICE SEMI 1	
Steve Baker	Yam
Dave Thompson	
NOVICE SEMI 2	
George Leonard	Yam
Dave Edwards	Yam
JUNIOR SEMI	
Alan Hemstreet	H-D
Dave Whitesett	BSA
Churck Travalone	Tri
EXPERT SEMI	
John Bromley	H-D
Dave Clift	Bul
Don Ellis	Tri
NOVICE MAIN	
Steve Baker	Yam
Dan Thomas	Bul
George Leonard	Yam
JUNIOR MAIN	
Randy Skiver	Tri
Don Lipp	Yam
Tom Waterson	Yam
EXPERT MAIN	
Pat Marinacci	Tri
Emil Ahola	Tri
Dick Waller	Tri
FAST EXPERT	
Pat Marinacci	18.61
FAST JUNIOR	
Randy Skiver	18.96

250 JUNIOR I	
Steve Elsbree	Hus
Randy Berkeley	Mai
Wes Gobel	Kaw
OPEN JUNIOR	
Jerry Howard	CZ
Niles Hendricks	Suz
Mitchell Poteet	CZ

HILLCLIMB
Woodland Sprockets M.C.
Woodland, Washington
June 26, 1971
By N.A. Williams

MINI-BIKES	
John Johnson	Yam
125	
George McNelly	Yam
Ken Hart	Bul
John Dunlap	Kaw
200	
Robert Smith	Hon
Paul Lutzenberger	Suz
Russ Bjornstad	Bul
250	
George McNelly	Yam
Joe Lawson	Yam
Larry Butterfield	Kaw
360	
George McNelly	Yam
Neal Hulet	Hon
Tom Buck	
500	
Gil Gulbranson	Tri
Don Henning	Tri
Jim Burnell	Hon
OPEN CLASS	
Don Henning	Tri
Doc Loomis	H-D
Chuck Hudson	Tri

TT SCRAMBLES
Perris, California
June 26, 1971
By Elaine Jones

MINI-BIKE I	
Robert Friese	Hon
Mike Lynch	Cat
Bobby Greenstreet	Hon
MINI-BIKE II	
Mark Applequist	Cat
David Jones	Hon
David Cagnon	Hon
MINI-CYCLE I	
Edward Shipley	McC
John Guthrie	Yam
Troy Irwin	Yam
MIN-CYCLE II	
Jerry Meiner	Yam
Ron Groover	Yam
Shon Anderson	Yam
100 NOVICE I	
John Cockburn	Kaw
Randy Monroe	Kaw
Steve Pergin	Kaw
100 NOVICE II	
Steve Bales	Kaw
Dave Racine	Kaw
John Shipley	Kaw
125 NOVICE	
Rex Hailey	Bul
Randy Monroe	Kaw
Tim Holm	Yam
175-200	
Jamey Blunt	Oss
Neil Winston	Bul
Jim Southern	Yam
250 NOVICE I	
Bill Lail	Yam
Steve Wallter	Bul
Rich Lizardo	Bul
250 NOVICE II	
Norm Blake	Yam
Tom Avion	Oss
Jerry Renner	Yam
250 AM/EX	
Sandy Armonston	Bul
Dennis Creason	Bul
Jamey Blunt	Oss
NOVICE MOTO	
Walt Foster	Mai
Bud Barry	Suz
Skip Kawell	Hus
AM/ EX MOTO	
Jack McCafferty	Suz
Ken Miller	H-D
Neil Winston	Bul

SHORT TRACK
Benton-Lane Park
Junction City, Oregon
June 26, 1971
By Janis Randall

100 A MAIN	
Bill Oliver	Kaw
Tom Whitsell	Kaw
Mike Crocker	Kaw
100 B MAIN	
Dale Stephens	Suz
Tuffy Brown	Bul
Bruce Alford	Suz
C MAIN	
Dennis Hyland	Hod
125 A MAIN	
Keith Kienle	Yam
Jack Heater	Suz
Rick Oliver	Suz
B MAIN	
Bill Sekermestrovich	Yam
Wayne Lesch	Yam
Hal Gibbs	Bul
C MAIN	
Rex Bennett	Yam
Len Kesey	CZ
D MAIN	
Bruce McCarty	Hon
200 A MAIN	
Tony Nova	Bul
Gary McDowell	Bul
Bob Lesch	Bul
B MAIN	
Butch Spinney	Bul
Lynn Stagner	Yam
Tom Harmon	Bul
250 A MAIN	
Bill Oliver	Suz
Jack Heater	Bul
Mike Hubbs	Bul
B MAIN	
Leon Medeiros	Hon
Russell Johnson	Bul
Richard Schoonover	Kaw
C MAIN	
Bryce Knabe	Yam
Craig Randall	Hon
OPEN A MAIN	
Jimm Tallman	Tri
Charles Standeford	Mai
Jack Davenport	CZ
B MAIN	
Doug Hamblin	Yam
Tom Montgomery	Hon
Danny Tadlock	Suz
MINI-BIKES A MAIN	
Timmy Finnley	Hon
Danny March	Hon
Scott Nelson	Yam
B MAIN	
Bruce Haphey	Yam
Phil Harless	Hon
Scott Smith	Yam
C MAIN	
Rick Davenport	Yam
Mark Worthington	Yam
WHEEL WALK	
Tom Harmon	

ACA TT & SHORT TRACK
El Toro Speedway
El Toro, Calif.
June 30, 1971

125cc JR. TT	
Bruce McDougal	Yam
Don Grigsby	Yam
Dennis Briggs	Kaw
125cc SR. TT	
Scott Smith	Yam
Hank Scott	Yam
Bob Sanders	Kaw
250cc JR. TT	
Marty Davis	Bul
Jim Hendry	Oss
Bill Barker	Oss
250cc SR. TT	
Scott Smith	Yam
Hank Scott	Mon
Ron Ringen	Kaw
500cc JR. TT	
John Calicchio	Yam
Don Frauenberger	Bul
Joe Jones	BSA
500cc SR. TT	
Chuck Claydon	Bul
125cc JR. ST	
Don Grigsby	Yam
Bobby Butt	Yam
Dennis Briggs	Kaw
125cc SR. ST	
Scott Smith	Yam
Hank Scott	Yam
Chuck Claydon	Kaw
250cc JR. ST	
Marty Davis	Bul
Dean Butterfield	Yam
Jim Hendry	Oss
250cc SR. ST	
Scott Smith	Yam
Tom White	Bul
Mike Myers	Yam
500cc JR. ST	
Don Frauenberger	Bul
John Calicchio	Yam
Elmo North	Yam
500cc SR. ST	
Chuck Claydon	Bul

MOTOCROSS
Cal-Am M.C.
Sacramento, California
June 27, 1971 (P)
By Bruce Young

100 NOVICE	
Floyd Davis	Hon
11	Hod
Jeff Sutton	Hon
125 NOVICE DIV. I	
Terry Holder	Bul
Greg Greener	Bul
Michael Couma	Pen
125 NOVICE DIV. II	
Fred Young	DKW
Gary Martin	CZ
Steve Romano	Pen
125 NOVICE DIV. III	
Henry Halbach	Yam
Keith German	DKW
Dennis Helms	CZ
250 NOVICE DIV. I	
Chuck Shipman	Hus
Steve Elston	CZ
Gus Pendleton	CZ
250 NOVICE DIV II	
Orv Shultz	CZ
Andy Kaindl	CZ
Craig Fedder	Hus
250 NOVICE DIV. III	
Mike Clancy	Hus
Michael Andrews	Hus
Martin Towne	CZ
OPEN NOVICE DIV. I	
Skip Taylor	Hus
Robert Williams	Mai
Mark Bula	Hus
OPEN NOV. DIV. II	
Pat Smithson	Hus
Doug Patrick	CZ
Richard Robichard	Hus
125 AMATEUR	
Kevin Henry	Pen
Rick Clement	Pen
Lucky Kirby	DKW
125 EXPERT	
Dave Longcour	DKW
250 AMATEUR	
Scott Pepper	CZ
Bill Scorlett	Hus
Ross Westpahl	Mon
250 EXPERT	
Carl Cranke	CZ
Jim Miller	Hus
Ed Rosman	Bul
OPEN AMATEUR	
David Scott	Hus
Ron Frame	Hus
Darrel Courtright	AJS
OPEN EXPERT	
Carl Cranke	Hus
Larry Mulock	Suz
Ed Rossman	Bul

DEADMAN'S POINT
July 4, 1971
By Dave Brown

POWDER PUFF	
C. Travis	
100 JR. DIV I	
G. Black	H-D
D. Meyers	Yam
M. Black	Hod
100 JR. DIV. II	
W. Yetto	Hod
J. Lowell	Hod
R. Miller	Kaw
125 JR. DIV. I	
T. Walters	Yam
H. Meyer	Pen
G. Little	Yam
125 JR. DIV II	
J. Rich	Suz
D. Blalock	Suz
V. Tamietti	Yam
250 JR. DIV. I	
R. Varvel	Oss
D. Sall	Yam
M. Craten	Yam
250 JR. DIV. II	
J. Kraus	CZ
A. May	CZ
B. Stellway	CZ
500 JR. DIV. I	
J. Carmello	CZ
M. Crawford	Hus
B. Nelson	Hus
500 JR. DIV. II	
T. Tingle	Mai
J. Miller	Mai
B. Church	Suz
100 INTERMEDIATE	
R. Boten	Yam
100 SENIOR	
J. Harwood	Hod
125 INTERMEDIATE	
J. Travis	Yam
125 SENIOR	
M. Garrett	Pen
G. Ferris	Yam
250 INTERMEDIATE	
C. Wagner	Hus
250 SENIOR	
K. Bowser	CZ
500 INTERMEDIATE	
J. Robinson	Mai

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10 am – FIRST RACE
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POINT STANDINGS
Through July 5, 1971
(100 or more points)

1. Dick Mann	BSA	456
2. Gene Romero	Tri	445
3. Jim Rice	BSA	380
4. Jim Odom	Yam	275
5. Dave Aldana	BSA	262
6. Dave Sehl	H-D	250
7. Mark Brelsford	H-D	226
8. Kel Carruthers	Yam	219
9. John Hateley	Tri	218
10. Don Castro	Tri	213
11. Don Emde	BSA	192
12. Dave Smith	Tri	151
13. Bart Markel	H-D	149
14. Ronnie Rall	Tri	144
15. Keith Mashburn	Yam	135
16. Eddie Mulder	Tri	130
17. Chuck Palmgren	Yam	120
18. Dave Hansen	Tri	107
19. Robert Winters	Kaw	105
Rex Beauchamp	H-D	105

SHORT TRACK
Asbury Park
Albany, Oregon
June 20, 1971
By Janis Randall

100 CLASS A MAIN	
Don Smith	Kaw
Bill Ehrens	Kaw
Rick Oliver	Suz
B MAIN	
James Sether	Bri
John Coply	Yam
Brad Ward	Kaw
C MAIN	
Dale Stephens	Yam
Ronnie Penny	Yam
Terry Ward	Bul
125 CLASS A MAIN	
Bill Oliver	Suz
Bob Luglon	Yam
Keith Kunle	Yam
B MAIN	
Bill Sekemistivich	Yam
Mike Laux	Bul
Wayne Lesch	Yam
C MAIN	
Steve Dunnihoo	Bul
John Keefer	Yam
David Barnhouse	Bul
200 CLASS A MAIN	
Ron Denny	Bul
Tony Kova	Bul
Lyn Stagner	Yam
B MAIN	
Delbert Spinney	Bul
John Sullivan	Bul
Chuck Hulsey	Bul
250 CLASS A MAIN	
Bill Oliver	Suz
Don Smith	Mai
Jack Heater	Bul
B MAIN	
John Schoonover	Yam
Forest Hiner	Bul
Jerome Wallen	Bul
C MAIN	
Diane Cox	Bul
John Massey	Bul
Neil Miller	Bul
OPEN CLASS A MAIN	
Don McShane	Tri
LeeRoy Haven	BSA
Steve Schoonover	Tri

SPEEDWAY
Orange Co. Fairgrounds
Costa Mesa, California
July 2, 1971
By Mike Capalite

1st DIV. III MAIN	
Phil Moon	JAP
Gary DeWhitt	Jaw
Bruce Baron	Jaw
Dave Garmong	JAP
Kent Hulet	Jaw
Rick Smith	JAP
2nd DIV. III MAIN	
Billy Grey	Jaw
James Dancause	Jaw
Guy Waterson	Jaw
James Poe	Jaw
Greg Eisele	JAP
Ernie Harmon	JAP
DIVISION II MAIN	
Rod Parsons	Jaw
Jim Doron	JAP
Scott Sivadge	Jaw
Mickey Quade	Jaw
Steve Gresham	Jaw
Paul Henderson	JAP
FEATURE MATCH RACE	
Rick Woods	Jaw
Mike Bast	Jaw
HANDI CONSOL	
Ed Williams	Jaw
Scott Autrey	JAP
Mike Konle	Jaw
Ruben Benites	Jaw
Bruce Haserot	Jaw
Dennis Gildehaus	Jaw
HANDI MAIN EVENT	
Larry Shaw	Jaw
Mike Bast	Jaw
Butch Fishburn	Jaw
Rick Woods	Jaw
Larry Moon	JAP
Sonny Nutter	Jaw
SCRATCH CONSOL.	
Sonny Nutter	Jaw
Mike Konle	Jaw
Dennis Gildehaus	Jaw
Steve Bast	Jaw
SCRATCH MAIN	
Rick Woods	Jaw
Mike Bast	Jaw
Larry Shaw	Jaw
Scott Autrey	JAP

TT/FLAT TRACK
Trojan Speedway
South Gate, California
June 24, 1971 (P)
By Art Loya

100 TT	
Bob Sanders	Kaw
Tom Doty	Hon
Bob Byars	Hon
125 TT	
Bob Sanders	Kaw
Dan Corbett	Bul
Mark Revels	Kaw
250 TT	
Jeff Sexton	Mai
Chris Smith	Mon
Bob Byars	Oss
100 FLAT TRACK	
Bob Sanders	Kaw
Mark Revels	Kaw
Tom Doty	Hon
125 FLAT TRACK	
Bob Sanders	Yam
Mark Revels	Kaw
Steve Okuda	Yam
250 FLAT TRACK	
Chris Smith	Mon
Nick Voge	Bul
Rick Isbell	Oss
TROPHY DASHES	
125 TT	
Dan Corbett	Bul
250 TT	
Bob Byars	Oss
125 FT	
Bob Sanders	Kaw

FLAT TRACK
Cycleland Speedway
Chico, California
June 26, 1971
By John Noffsinger

EXPERT MAIN	
Jim Crenshaw	Bul
Steve Pestoni	Bul
Joe Allen	Bul
B MAIN	
Dan Casamajor	Bul
Jerry Horn	Hon
200 B MAIN	
John Alves	Bul
Ken Clark	Bul
Joe Vaughn	Bul
250 B MAIN	
Steve Ballenger	Bul
Dan Day	Bul
Sam Houston	Bul
SCRATCH MAIN	
100 B MAIN	
John Arseniak	Bul
200 SCRATCH MAIN	
Scott Vendley	Bul
250 SCRATCH MAIN	
Jim Crenshaw	Bul
HANDICAP MAIN	
100	
John Arseniak	Bul
David Rathja	Hod
Tom Southham	Bul
200 HANDICAP MAIN	
Stu Philips	Bul
Jim Hubbard	Yam
Scott Vendley	Bul
250 HANDICAP MAIN	
Mike Hardy	Bul
Ron Hastings	Bul
Jim Crenshaw	Bul

ADELANTO 200
Adelanto, California
July 3, 1971
By Ron Schneiders

OVER 250 CLASS		
Mike Patrick/ Phil Bowers	Yam 360	4:20:23
Gene Cannady/ Tom Garner	Yam 360	4:35:37
Lee Hamby/ Demby Dailey	Hus 400	5:03:05
125-250 CLASS		
Larry Berquist/ Gary Griffin	Bul 250	4:42:00
Armand Capprio/ Tom Newgent	Mon 250	5:12:17
George Zuber/ George Walker	AJS 247	5:23:00
UNDER 125 CLASS		
Steve Hurd/ Eric Jensen	DKW 125	5:18:35
Dale Conner/ Rod Roderick	Ric 100	6:18:00
WINNING CAR		
Bobby Ferro (Sandmaster)		4:23:05

TT & SHORT TRACK
Ascot Park
Gardena, California
July 2, 1971

SHORT TRACK	
HEAT WINNERS	
Steve Nichols	Yam
Scott Brelsford	Yam
Chuck Hart	H-D
Frank Gillespie	Oss
SEMI WINNERS	
Brelsford	Yam
Nichols	Yam
10-LAP MAIN EVENT	
Steve Nichols	Yam
Gary Scott	Bul
Gillespie	Oss
Chuck Hart	H-D
Ron Powell	Bul
Denny Carlson	Bul
Brelsford	Yam
Pat McCall	Oss
TT HEAT WINNERS	
Mike Haney	Tri
Terry Dorsch	Tri
10-LAP A FINAL	
Terry Dorsch	Tri
Ricky Newby	Tri
Ralph White	Tri
Don Emde	BSA
Skip Van Leeuwen	Tri
DeWayne Keeter	H-D
Don Dudek	Tri
John Moy	Tri
Ray Vanderpool	Kaw
Mike Haney	Tri
Rom Rockwood	Tri
Bob Ledford	Tri
HALF-MILE	
Corona, Raceway	
Corona, California	
July 3, 1971	
15-LAP A FINAL	
John Hateley	Tri
Gary Scott	Tri
Terry Dorsch	Tri
Eddie Mulder	Tri
Don Emde	BSA
Dave Smith	Tri
Mike Haney	Tri
Dave Aldana	BSA
Chuck Palmgren	Yam
Bob Bailey	Tri
8-LAP NOVICE FINAL	
Steve Nichols	Yam
Scott Brelsford	Yam
Gary Caldwell	Bul
Carlo Lucia	Suz
Gary McGoron	Yam
Rex Barratt	Yam
Skip Gallagher	Bul
Jeff Hammond	Oss
Carl Tresser	Bul
Fred Timberlake	Bul
DIVISION II SPEEDWAY	
Trojan Speedway	
South Gate, California	
July 3, 1971 (P)	
By Dennis Greene	
TEAM RACE	
James Foxe	
Bob Willits	
Dan Willits	
John Flanders	
SCRATCH CONSOL.	
Butch Fishburn	
Bob Hardison	
Phil Moon	
James Dancause	
SCRATCH MAIN	
Billy Gray	
Jim Doron	
Dubb Ferrell	
Guy Waterson	
HANDICAP CONSOL.	
Mickey Quade	
Bruce Baron	
Ralph Castor	
Ron Stewart	
Warren Roberts	
Troy McKee	
HANDICAP MAIN	
James Dancause	
Bob Hardison	
Mike Mesojednik	
Donald Green	
Billy Gray	

PRO TT
Mt. St. Helens M.C.
Castle Rock, Wash. (P)
June 26, 1971
By N.A. Williams

EX. TROPHY DASH	
Sonny Burres	Tri
EX. MAIN	
Ed Herrmann	Tri
Sonny Burres	Tri
Chuck Joyner	Tri
Bill Elder	Tri
Charlie Thielke	Tri
Squire Tomasie	Tri
Pat Marinacci	Tri
Dick Waller	Tri
Jimmy Jones	Tir
Gary Brown	BSA
Bob Fuller	Tri
Roger Stanley	Tri
JR. TROPHY DASH	
Neal Hulet	Tri
JR. MAIN	
Randy Scott	Tri
Don Lipp	Yam
Randy Skiver	Tri
Mike Hannula	Tri
Tom Waterson	Yam
Neal Hulet	Tri
Al Brackenbury	Nor
Jerry Lambert	Tri
NOV. TROPHY DASH	
Steve Baker	Yam
NOVICE MAIN	
Steve Baker	Yam
Fred Gustafson	Yam
Ron Olson	Kaw
Jerry Whitlow	Bul
Bill Lewis	Kaw
Dave Ditter	Hon

INTER–AMA
Motocross Series
Denver, Colorado
July 4, 1971
By Bill & Annie Brokaw

250 INTERNATIONAL	
Keith Franzen	Hus
Jan-Erik Sallquist	Hus
James Wicks	Mai
Marty Tripes	Ric
Valastmil Valek	CZ
Gary Myers	Hus
Gary Jones	Yam
Chris Horsfield	CZ
Bill Silverthorn	Hus
Gunnar Lindstrom	Hus
Barry Higgins	CZ
Jim West	Hus
James O'Neal	Ric
Mark Blackwell	Hus
Dave Bickers	CZ
Christer Lindlom	Hus
Sal J. Defeo	CZ
Dassen Willy	Hus
Stuart Nunn	CZ
DeWayne Jones	Yam
Wyman Priddy	Hus
Jimmy Pomeroy	Bul
Michael Meyer	Hus
500 NATIONAL	
Lars Larson	Hus
John Meyer	Hus
Doug Grant	AJS
Tom Laurion	Hus
Gary Witt	Yam
George Shaw	Hus
Bruce Torbett	CZ
Jim Kennedy	Hus
Mike Spalding	Hus
Cal Howe	Hus
Bob Fisk	CZ
Phil Snipes	CZ
Frank Myers	Suz
Charles O'Leary	Hus
Mark Moore	CZ

SCRAMBLES
Archie Clark Benefit
Lodi Cycle Bowl
Lodi, California
June 20, 1971
By Ann Carr

100 NOVICE	
Jack Arnold	Suz
Ron Foley	Kaw
Floyd Davis	Hon
Roger Horton	Kaw
100 JUNIOR	
Mike Jennings	Kaw
Dennis Mulkey	Suz
125 NOVICE	
Mark Lemler	Yam
Don Shipley	Bul
Eddie Aksland	Yam
POWDER PUFF	
Shelly Trammell	Yam
Clarice Holloway	Kaw
125 JUNIOR-EXPERT	
Jeff Davidson	
Kim Jorgenson	Suz
175 NOVICE	
John Solimine	Yam
Robert Wright	Yam
200 NOVICE	
John Reid	Bul
Lawrence Schenk	Suz
200 JUNIOR	
Roger McChesney	Bul
Philip Carando	Bul
250 NOVICE	
Ron Boley	Yam
James Joy	Mon
Howard ARcuri	Bul
250 JUNIOR	
Bruce Brown	Bul
Duane Bowling	Yam
Duane Smith	Bul
250 EXPERT	
Pat Hennen	Bul
Gary Lozano	Bul
Mike Renslow	Bul
350 NOVICE	
Roger Houston	Hon
Gerry Carr	Kaw
500 NOVICE	
Lawrence Schenk	Suz
Frank Mendoza	Bul
500 JUNIOR	
Thomas Koprina	CZ
Richard Anderson	Tri
Henry Leslie	Bul
500 EXPERT	
Ray Huff	Bul
Mike Renslow	Bul
Jeff Davidson	Bul
650 NOVICE	
David Harlan	Tri
James Joy	BSA
650 JUNIOR	
Paul Lehty	Tri
Robert Johnstone	Tri
650 EXPERT	
Jim Brooks	BSA
Elmer Gantry	Tri
Dennis Spence	Tri

EUROPEAN SCRAMBLES
Arroyo Racing Assn.
Stoddard Wells, California
June 19, 1971

UNDER 16 CLASS	
Troy Breker	Yam
Brad Morrow	Yam
David Brown	Hod
100 CLASS	
Scott Haislip	Yam
Walker Yetto	Hod
D. J. Halsey	Hod
125 CLASS	
Monte Lee	Yam
James Jacks	Yam
Steve Tokorski	Yam
250 CLASS	
Ron Fore	Yam
Ron Music	Bul
Troy Hollis	Suz
OPEN CLASS	
Dean Hammonds	Hus
Gus Paull	Hus
Don Hunning	Suz

MOTOCROSS
Can-Am. Series
Indian Dunes Park
Valencia, Calif.
June 26, 1971
By John Grout

OLD TIMERS-0-200cc	
Tom Hoyle	Hod
Ed Scott	Ric
Jim Choner	Yam
250cc +	
Jack Blackwell	Hus
Dan Mock	Hus
Ed Poore	Bul
100 JR. DIV. A	
Larry Hentschel	Ric
Jim Gappa	Hod
John Retich	Yam
DIV. B	
Ron Stephenson	Ric
Mark Morrison	Hod
Joe Flores Jr.	Hod
POWDER PUFF	
Cherry Stockton	Bul
Joan Wilson	Puc
Trudy Stubbs	Yam
125 SR.	
Dave Rodgers	Bul
John Rice	Puc
Scott Hoffee	Bul
125 JR. DIV. A.	
Jim Hale	Bul
Jon Hagar	Bul
Danny LaPorte	Ric
125 JR. DIV. B	
Dave Gratton	Yam
Jim Felt	Puc
Wayne Smith Jr.	Yam
250 SR.	
Bryar Holcomb	Mai
Dave Rodgers	Bul
James Wicks	Mai
250 JR. DIV. A.	
Phil Taylor	Mai
Mike Davies	—
Clyde Carison	Hus
250 JR. DIV. B	
Donald Sanders	CZ
LeRoy Cushaway	CZ
Don Anderson	Hus
OPEN SR.	
Bryar Holcomb	Mai
Terry Bilton	Mai
Greg Johnson	Hus
OPEN JR.	
Tom Simpson	Ric
Randy Burak	Gre
John Stasiefski	Mai

SPEEDWAY
Cal Expo
Sacramento, California
June 25, 1971
By Sam Mangalin

DIV. II CONSOLATION	
Larry Mulock	JAP
Carl Stotts	Jaw
Charles Watson	Jaw
DIV. II MAIN	
Mike Rooney	Jaw
Pat Rooney	Jaw
Cecil Oswald	—
HANDICAP CONSOL.	
Les Chenky	Jaw
Rick Blake	Jaw
Mike Cororan	Jaw
HANDICAP MAIN	
Sumner McKnight	Jaw
Don Cullum	Jaw
Ron Miller	Jaw
SCRATCH CONSOLATION	
Chuck Hatcher	Jaw
Sumner McKnight	Jaw
Butch Corder	Jaw
SCRATCH MAIN	
Les Chanky	Jaw
Dave Gifford	Jaw
Don Cullum	Jaw

CMC MOTOCROSS
Ascot Park
Gardena, Calif.
July 1, 1971

100 JR.	
R. Bean	Suz
R. Davies	Hon
T. Holdarbrand	Suz
125 SR.	
B. Baron	Ric
G. Cunningham	Yam
J. Wright	Ric
125 INTER.	
J. Vandergeest	Puc
B. McDougall	Yam
K. Cooke*	Yam
J. Scotland*	Yam
* tie	
125 JR.	
A. Blain	Kaw
R. Tabarangao	Bul
G. Blazek	Bul
250 EX.	
R. Holcomb	Ric
B. Baron	Ric
T. Hart	Mai
250 INTER.	
J. Peacock	CZ
E. Varna	AJS
E. Raits	Oss
250 JR.	
M. Cobb	CZ
D. McLeish	Yam
J. Early	Mai
500 EX.	
M. Cram	Mai
T. Hart	Mai
C. Markham	Hus
500 INTER.	
D. McKee	Mai
C. Bean	Mai
E. Oleson	Hus
500 JR.	
B. Holst	Mai
M. Marsh	Hus
E. Hosford	Mai

CMC MOTOCROSS
Carlsbad, California
June 27, 1971

100 JUNIOR I	
R. Bean	Suz
J. Gronek	Hod
J. Schultz	Suz
100 JUNIOR II	
J. Weber	Suz
J. Nocella	Hod
B. Ponse	Kaw
125 JUNIOR I	
M. Smith	Yam
D. Donato	DKW
D. D'Amico	Yam
125 JUNIOR II	
R. Popa	Yam
D. Menzimer	Bul
S. Sutter	Yam
125 JUNIOR III	
M. Roth	Pen
B. Shear	Bul
C. Bower	Pen
250 JUNIOR I	
J. Isitt	Hus
B. Allen	Mai
G. Faxon	CZ
250 JUNIOR II	
K. Markley	CZ
L. Ortiz	CZ
G. Boozell	CZ
250 JUNIOR III	
T. Cale	Ric
C. Howell	Hus
W. Boyer	CZ
500 JUNIOR I	
T. Sisco	Mai
M. English	Hus
M. Anderson	Hus
125 INTERMEDIATE	
Vandergeest	Puc
K. Zahrt	Bul
P. Wlesh	Yam
125 EXPERT	
B. Urban	Puc
M. Garrett	Pen
L. Greene	Sac
250 INTERMEDIATE	
R. Eiserstedt	Bul
M. Loftus	
L. Schultz	Ric
250 EXPERT	
D. Horton	Mai
D. Helleck	CZ
B. Rhoades	Hus
500 INTERMEDIATE	
G. Hughes	CZ
P. Welsh	Hus
M. Stephenson	CZ
500 EXPERT	
M. Tripes	CZ
R. Norgaard	CZ

CMC CENTRAL MX
Crabtree Cycle Park
Coalinga, California
June 20, 1971
By James Fergason

100 JUNIOR	
Mark Franklin	Hon
Randy Cochran	Hod
James Sinklier	Hon
125 JUNIOR	
Jack Franklin	Hon
Stan Edmonston	DKW
Tommy Tracy	Suz
125 INTERMEDIATE	
Richard Hansen	Yam
250 JUNIOR	
Steve Edmonston	Mai
Tim Kochheiser	Oss
Alan Birdwell	Mai
250 INTERMEDIATE	
Stan Fisher	CZ
Andy Thickstun	Hus
OPEN JUNIOT	
Larry Albert	CZ
Barry Littler	Mai
OPEN SENIOR	
James T. Colvert	Hus
WHEELIE CONTEST	
Jack Franklin	

PROFESSIONAL TT
Oregon Sidewinder M.C.
Clackamas, Oregon
June 25, 1971
By N. A. Williams

EXPERT T.D.	
Sonny Burres	Tri
Bill Elder	Tri
Ed Herrmann	Tri
EXPERT MAIN	
Jim Jones	Tri
Mark Williams	Tri
Ed Herrmann	Tri
Sonny Burres	Tri
Bill Elder	Tri
Jim Herschbach	Tri
Chuck Joyner	Tri
T. L. Hoglan	Nor
Bill Jackson	Tri
Bob Fuller	Tri
JUNIOR T.T.	
Mike McCall	Tri
Mike Hannula	Tri
Al Brackenbury	Nor
JUNIOR MAIN	
Randy Scott	Tri
Neal Hulet	Tri
Mike McCall	Tri
Al Brackenbury	Nor
Mike Hannula	Tri
NOVICE T.D.	
Mike Thompson	Yam
Ron Olson	Kaw
Dwane LaPore	Hon
NOVICE MAIN	
Ron Olson	Kaw
Mike Thompson	Yam
Bob Block	Yam
Mike Yoder	Kaw

CORRECTION
Open class results of ARA European Scrambles June 12, 1971 should state Gus Paull Second Place.....

SPEEDWAY
Bakersfield, Calif.
June 30, 1971
By Sportphoto

HANDICAP MAIN	
MIke Konle	Jaw
Sumner McKnight	JAP
Larry Shaw	Jaw
Greg Haserot	Jaw
Sonny Nutter	Jaw
Dave Gifford	Jaw
SCRATCH MAIN	
Rick Woods	Jaw
Sonny Nutter	Jaw
Larry Shaw	Jaw
Mike Konle	Jaw
FEATURE MATCH RACE	
Rick Blake	Jaw
Bruce Haserot	Jaw
2nd DIV. MAIN	
Rod Parsons	Jaw
Dick Cochran	Jaw
Nick Nicholaides	JAP
Kurt Lewis	Jaw
Joe Fitzpatrick	Jaw
Ed Schweitzer	Jaw
HANDICAP CONSOL.	
Steve Bast	Jaw
Chuck Hatcher	Jaw
Harlan Bast	Jaw
Phil Moon	JAP
Jim Nicholson	Jaw
Don Cullum	Jaw
SCRATCH CONSOL.	
Les Chankey	Jaw
Don Cullum	Jaw
Steve Bast	Jaw
Stu Morley	JAP
BICYCLE RACE	
MIke Lopez	

DUAL EUROPEAN SCRAMBLES
Chargers & So. Cal. M.C.
California City, Calif.
July 4, 1971
By Dick Wright

Chargers	
J. N. Robert	Hus
Rick Thorwaldson	Hus
Bruce Dunford	Hus
Bill Seltzman	Hus
Jack Knebel	Hus
Mike McCoy	Hus
1st AMATEUR	
Joe Krogstad	
100	
Mitch Mayes	H-D
Terry Clark	H-D
Carter Brooks	Hod
Rich Marks	Ric
1st AMATEUR	
John Erson	
250-125 AM/EX	
Larry Pfutzenreuter	Bul
Darryl Ellis	Bul
Jim Brown	
1st AMATEUR	
Brian Klock	
Jerome Ruzicker	AJS
100 AM/EX	
Terry Clark	H-D
Mitch Mayes	H-D
Cardis Brooks	Hod
250=125 AM/EX	
Terry Pfutzenreuter	Bul
Darryl Ellis	Bul
Jerome Ruzicka	AJS
Jeff Wright	Ric
1st AMATEUR	
Craig Lukens	
500 AM/EX	
J' N' Roberts	Hus
Rich Thorwaldson	Suz
Terry Davis	CZ
A. Blackstone	Yam
250 NOVICE	
Troy Hollis	Suz
500 NOVICE	
LeRoy Davis	Hon

TT/FT
Trojan Speedway
South Gate, Calif.
July 1, 1971 (P)
By Art Loya

100 TT	
Bob Sanders	Kaw
Mike Lund	Hon
John Heemsbergen	Kaw
Tom Doty	Hon
Wally Jones	Suz
125 TT	
Dan Corbett	Bul
Bob Sanders	Kaw
Steve Young	Yam
Don Grigsby	Yam
Jim Miller	Yam
250 TT	
Tom Warren	Bul
Chris Smith	MOn
Dale Hopkins	Bul
Bob Byars	Oss
Paul Coberly	Bul
100 F.T.	
Bob Sanders	Kaw
Jerry Corrll	Hon
Mike Lund	Hon
Tom Doty	Hon
John Heemsbergen	Kaw
125 F.T.	
Bob Sanders	Yam
Steve Young	Yam
Dan Corbett	Bul
Chuck Fruchey	Kaw
Don Grigsby	Yam
250 F.T.	
Chris Smith	Mon
Nick Voge	Bul
Stan Sweany	Bul
Craig Steigler	Bul
Paul Coberly	Bul
TROPHY DASH	
125 TT	
Dan Corbett	Bul

CMC MOTOCROSS
Claude Osteen's Bike Park
Pomona, California
July 4, 1971 (P)

100 JUNIOR	
S. Wright	Hod
J. Nocella	Hod
S. Rhyan	Hod
500 JUNIOR	
R. Dominguez	Hus
G. Guitierrez	Hus
B. Shonnard	CZ
500 INTERMEDIATE	
C. Bean	Mai
G. Erl	Mai
D. Sisco	Mai
500 EXPERT	
B. Lendl	Mai
R. Roche	Mai
250 JUNIOR	
D. Launius	Bul
S. Berggren	Yam
J. Schulz	Ric
250 EXPERT	
B. Rush	CZ
J. Hoover	CZ
K. Tennis	Mai
250 INTERMEDIATE	
G. Whitehead	Oss
L. Schultz	Ric
R. Rodriguez	CZ
125 JUNIOR	
G. Huber	Bul
R. Tabarango	Bul
D. Launius	Mon
125 EXPERT	
B. Urban	Puc
D. Davis	Bul
125 INTERMEDIATE	
B. Wygal	Bul
D. Terrell	Bon
R. Burkey	Yam

POINT STANDINGS
Desert Heavyweight
District 37
June 12, 1971

1. J. N. Roberts	E	4	1720
2. Tom Muto	E	6	1400
3. Rich Thorwaldson	E	2	1380
4. George Walker	E	11	1130
5. Whitey Martino	E	1	1050
6. Bill Bogner	E	886	1020
7. Morris Norman	E	18	1000
8. William Saltzman	E	33	969
9. Charles Curnutt	E	109	870
10. Art Knapp	E	17	751
11. Ralph Garrett	J	45	677
12. Richard Kendall	E	58	709
13. John Knebel	J	888	677
14. William Waters	E	19	663
15. Gene Smith	E	88	630
16. Bruce Dunsford	E	5	615
17. Danny Kline	E	26	605
18. Dean Hammonds	J	104	598
19. Mike Mulconery	E	91	595
20. Joseph Kulek	E	75	530
21. Tom Clodt	J	111	530
22. Jim Erickson	E	35	530
23. Frank Russo	E	8	520
24. Robert Johnson	J	143	492
25. Harold Mortenson	E	64	482
26. Larry Mahoney	E	24	465
27. Whitey Gregory	E	30	460
28.. Mike Patrick	E	53	460
29. Mike McCoy	E	74	460
30. Gene Kicensky	J	159	459
31. Mark Wright	J	204	458
32. Jerry Jones	J	487	451
33. Terry Davis	E	41	449
34. Robert Anglin	J	115	447
35. Clifford Ray	J	152	435
36. James Hill	J	114	430
37. David Hernandez	E	55	428
38. Marty Dahlquist	E	50	425
39. Arvie Blackstone	J	186	420
40. Robert Phillips	J	82	415
41. Smoke Bomb Gaetz	E	28	410
42. Rolla Teneyck	J	720	398
43. Dennis Scammel	J	191	390
44. Gus Paull	J	342	386
45. Noel Cobbs	E	98	384
46. Ron Jones	J	124	370
47. Albert Drake	J	718	364
48. Ron Hall	J	48	347
49. Dale Teubner	J	136	343
50. Jeff Kirk	J	813	341

Indian Dunes Viking Moto X 500 National Race
AJS CONGRATULATIONS DOUG GRANT (370 STORMER)
for finishing 2nd to Lars Larsson, the well known American rider!

(Continued from page 2)

INDOOR ST, 1st Annual Heidelberg Cup. Seattle Center Coliseum, Seattle, Wash. 8:30 pm. $3000 purse.

THURSDAY, JULY 15

CMC MX, Ascot Park, Gardena, Ca. $5 post. Night. 213/323-9710.

ST/TT SCRAMBLES, Arena Pk. Rcwy, Lubbock, Tex. 8 pm. Hi-Plains Racing Assn. 5304 48th, Lubbock, Tex. 79404.

TT/FT, Trojan Spdwy, South Gate, Calif. Night. 213/862-0229.

PRO TT. Oregon Sidewinders. On Lawnfield Rd., near Clackamas, Ore. 8 pm. 503/659-1022.

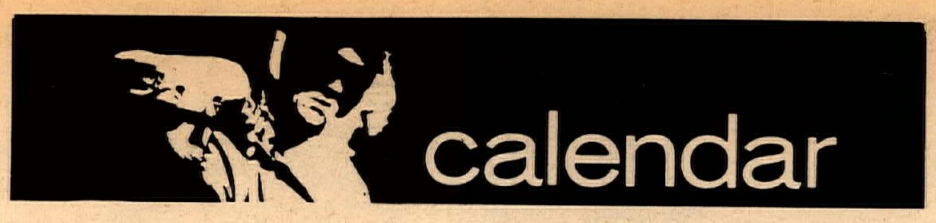
FRIDAY, JULY 16

½-MILE, Ascot Park, Gardena, Ca. Night. 213/323-9710.

SPEEDWAY, Orange Co. Frgnds, Costa Mesa, Ca. 8:15 pm. Adults $2.50, keen teens $1.50, kids 50 cents. 213/793-3927.

SPORT SCRAMBLES, American Cyn, Vallejo (Ca.) Spdwy. 8 pm. $2 ride/watch. 'C' Trac. 707/644-0741.

CLASS 'A' ST, Cal Expo, Sacramento, Ca. 8:15 pm.



SATURDAY, JULY 17

MINIS, SCMBA. Trojan Spdwy, South Gate, Ca. Noon. $3 post, $1 gate. 11 classes. 213/862-0229.

SCRAMBLES, Hayward. Hayward (Ca.) Spdwy. 7 pm. $2 ride/watch. 'C' trac. Silencers. 3800 Depot Rd., S. Hayward, Ca.

TT, Elsinore Race Track, Elsinore, Ca. 7:30 pm. Off Hwy 71.

SPORT ST, Valley Cycleland Spdwy, 14 mi. So. of Chico, Ca. 8:20 pm. $2 ride/watch. 3 plates. 916/324-9302.

PRO TT, Mt. St. Helens. Box 51, Castle Rock, Wash. 98611.

PRO ½-MILE, Corona (Ca.) Raceway. $1200 purse, 8 pm. Free parking. 714/735-1705.

TT SCRAMBLES, Sonoma-Marin Co. Frgnds, Ca. 6:30 pm. $2 ride/watch. Silencers. 'C' trac. 707/763-3944, 763-2911.

TT SCRAMBLES, Yuba-Sutter. Triple-M Rcwy, Marysville, Ca. $2 ride/watch. 8 pm. 916/673-3703.

JUNIOR MX, ACE. Indian Dunes, Valencia, Ca. $5 entry. 805/259-8000.

SPORTSMAN ST, Sacramento Racing Assn. Folsom (Ca.) Rodeo Grounds. 8 pm. $2 ride/watch. 'C' trac. Silencers. 916/481-6560.

SWAP MEET, Fresno District Frgnds, Fresno, Ca.

AMA NATIONAL TT, Castle Rock Fairgrounds, Castle Rock, Wash. 30 laps.

SAT. & SUN., JULY 17 & 18

TOUR, Stockton. Hoot Owl Run. $5 mail (7/6), $7 post. Box 1843, Stockton, CA 95201. 209/463-7283.

SUNDAY, JULY 18

ACA MX, Carlsbad (Ca.) Raceway. $6 mail (7/16) $10 post, $2.50 gate. $1 per extra class/machine 10:30 am. 714/774-3332.

ACA ROAD RACE, Carlsbad (Ca.) Raceway. $8 mail (7/16), $15 post, $2.50 gate. $1 extra class/machine. 10:30 am. 714/774-3332.

CMC MX, Saddleback Park, Irvine, Ca. $5 mail (7/13), $10 post. Penton Series. Box 1402, Costa Mesa, CA 92626.

MINIS, MBWWBA, San Jose (Ca.) Frgnds. $2.50 race, $1 watch. Noon. Box AE, Campbell, Ca.

MX, Deadman's Point, Apple Valley, Ca. 10 am. $2 post, $2.50 non-members, $2 gate. 714/247-7473 eves.

MINIS, AMRA. Indian Dunes, Valencia, Ca. $2.50 post, $3 non-members. 10 am. 805/259-8000.

MX, Coyote Rcwy, 2 mi. S. of Taos, N.M. on Hwy 64. Noon. $500 purse. Camping. 505/758-2117.

TT, MILE HIGH. Slaughterhouse Gulch Rcwy, Presscott, Ariz. Noon. $2.50 bike, $1 gate. 602/445-0022, 445-0315.

ACE MX, Indian Dunes, Valencia, Ca. Can-Am Series. $5 mail, $7.50 post. $500 purse. 805/259-8000.

JUNIOR-NOVICE RACES, Fair Grounds Spdwy, Merced, Ca. $600 purse. 408/438-3210.

MX, Sprockets. Sprockets MX Trac, 143rd St. S.E., — 63 St. S., Wichita, Ks. $2 entry, $1 gate. 316/683-6845.

MX, Rough Rider Cycle Park, Simi, Ca. 9:15 am. $4 mail, $8 post. Box 1132, Ventura, Ca. 93001. 805/643-5858.

ALL-JUNIOR MX & WHEELIE CONTEST, Osteens Park, Pomona, Ca. 9:30 am. $5 mail, $10 post. 610 Cherry St., Brea, Ca. 92621.

DUAL EUROPEAN SCRAMBLES, Invaders & Antelope Ramblers. Limed from Hi-Vista Store, Palmdale, Ca. 213/766-5735.

SCRAMBLES, South County. Harris Ranch, 7800 Cienega Rd., Hollister, Ca. noon. $2 ride/watch. 'C' trac. Box 101, Gilroy, Ca. 95020. 408/842-8888.

MX, FT & SCRAMBLES, Cloverfield Race Track, Friendswood, Tex. AMA State Meet.

MX, Deadman's Point, Apple Valley, Ca. 10 am. $2 post, $2.50 non-members, $2 gate. 714/247-7473 eves.

MINI, AMRA. Indian Dunes, Valencia, Ca. $2.50 post, $3 non-members. 10 am. 805/259-8000.

TUESDAY, JULY 20

MINIS, SCMBA. Trojan Speedway, South Gate, Ca. 6 pm. $3 post, $1 gate. 11 classes. 213/862-0229.

WEDNESDAY, JULY 21

SPEEDWAY, SRA. Kern Co. Frgnds, Bakersfield, Ca. 8:30 pm. Free parking, program. 213/793-1558.

ACA ST/TT, El Toro (Ca.) Speedway, I-5 & El Toro Rd. $5 mail (7/19), $10 post. 7:30 pm. 714/774-3222.

THURSDAY, JULY 22

CMC MX, Ascot Park, Gardena, Ca. $5 post. Night. 213/323-9710.

ST/TT SCRAMBLES, Arena Park Rcwy, Lubbock, Tex. 8 pm. Hi-Plains Racing Assn., 5304 48th, Lubbock, Tex. 79404.

TT/FT, Trojan Speedway, South Gate, Ca. Gates close 7:15 pm. 213/862-0229.

FRIDAY, JULY 23

SPEEDWAY, Orange Co. Frgnds, Costa Mesa, Ca. 8:15 pm. $2.50 adults. $1.50 hi-teens, 50 cents tykes. 213/793-3927.

SPORT SCRAMBLES, American Cyn. Vallejo (Ca.) Speedway, 8 pm. $2 ride/watch. 'C' trac. 707/644-0741.

SPEEDWAY, Cal-Expo, Sacramento, Ca. 8:15 pm.

½-MILE, Cox, Trippe, etc. Yamaha Gold Cup, Ascot Park, Gardena, Ca. $5000 purse. 213/531-0479.

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Aug. 22nd — Carlsbad (Penton Series)
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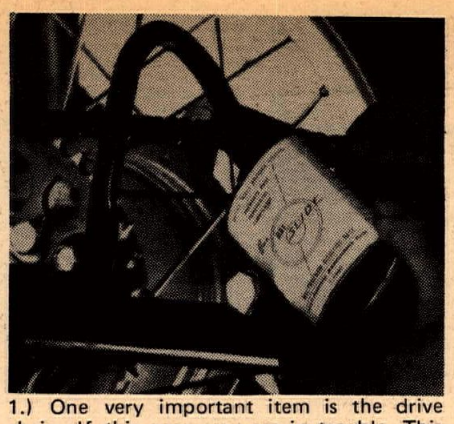
The Home Workshop

By Rod Breaker

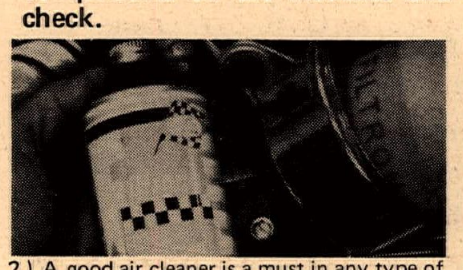
MORE ON ENDURO PREPARATION

As we continue on with 'enduroizing' a motorcycle, we have had a bit about the safety factors, now a few tips about preparing the bike for reliability. Of course the main secret of enduro riding is both reliability of the bike and the rider. If the machine doesn't finish, it can't win. It is extremely important that all the little things as well as the big things be taken care of before riding an enduro.

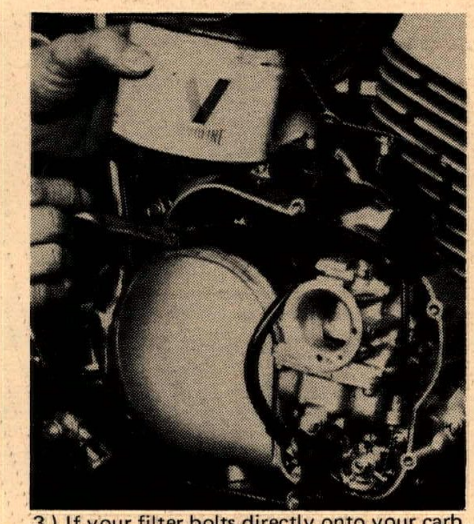
Having a DNF behind your name in the results hurts just as much if it was caused by a contact screw coming adrift as it does from a blown engine. Here are a couple of tips that can prolong the life of a few of the components on the machine and maybe help you reach that finisher's check.



1.) One very important item is the drive chain. If this goes, you are in trouble. This should be well lubed with a good quality chain lube, never use motor oil as it will fling right off in the first few miles of riding. If there is any possibility of riding in sand, you should use a type of chain lube that won't pick up the sand and turn into an abrasive to wear out your chain prematurely. "Dri-Slide" is very good for this, it goes on as a liquid, but it dries leaving a coating of Molybdenum Disulfide on the chain which has wonderful lubricating qualities but does not attract the dirt and grit. Dri-Slide is in great demand in Vietnam for lubricating weapons for this very reason.

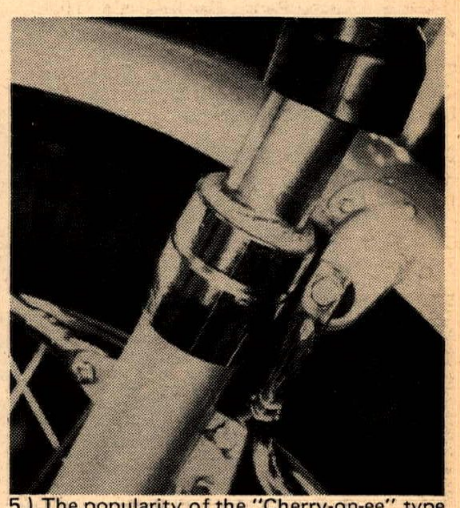


2.) A good air cleaner is a must in any type of riding, even on the streets, but more so on the trails. The best I have found so far is the Filtron unit. This 'Green Cleaner' as it is called has fantastic abilities for keeping out the dust and letting in the air. I recently tried their special oil for their air cleaners and it does work quite a bit better than just using motor oil. The units are available for almost all makes and models. Keep in mind, if everything on the bike is perfect and you suck a bunch of dirt into the engine and blow it, you are still listed in the DNF's.



3.) If your filter bolts directly onto your carb, you don't have to worry too much about dirt entering into the car anywhere else, but if you happen to have a rotary-valve machine, it will take a little extra protection. While the case area containing the carb is normally sealed rather well, an ounce of prevention is worth a pound of cure (that is not an original quotation). Just in case some dirt or grit should find its way into the breathing chamber between the carb and the air cleaner, there is one easy and economical way to trap it. Remove the carb cover as we have done on this Kawasaki F-5 and apply a thin coat of grease to all of the inside surfaces with a small brush as shown. This will leave all the surfaces with the ability to collect any grit that may come in contact with them and thus keep them out of the carb.

4.) Next coat the inside of the carb cover itself with grease. As the turbulence of the air rushes through this area on its way to the carb, it bounces the dirt and debris around and when it hits any of the case that is coated with grease, it sticks. Each time you go on a run the old grease should be wiped off and then re-coat with fresh grease.



5.) The popularity of the "Cherry-on-ee" type of fork is evidenced by the factory adaption of this type fork on most machines today. It is true that these forks look "tough" and the little rubber wipers are a lot better looking than the old bellows-type rubber boots, there is some doubt as to which had the greater efficiency as far as keeping dirt and grit away from the fork seals. As the wiper rubber gets worn, it can let the fine grit down into the seal area that will cut away the lip of the seal and soon you have leaking forks. A way to slow down this distruction of seals if not stop it is to lift the wiper boot up and place a ring of thick felt beneath it and then re-install the wiper rubber. This felt ring will absorb any oil that may get by the seal and it will also collect any dirt and grit that gets by the wiper rubber. While this may seem like a small thing, it will prolong the life of the seals.

BONNEVILLE ENTRIES

Mail entries for this year's Speed Week on the Flats near Bonneville, Utah, close July 15 reports Bruce Flanders, AMA referee. Post entries will be considerably higher than the mail entry so Flanders asks interested parties to contact him as soon as possible for more information. Write P.O. Box 2297-D, Pasadena, Calif., 91105 or phone Earl Flanders at 213/681-2581.

ENDUROS

(Continued from page 22)

British queue-up for their tea in the afternoon. In the morning they ride their motorcycles about like they play soccer — and there's not much waiting around! If you bust the line you can expect to be called a lot of rude names and if you go around the bottleneck, at least some clubs will disqualify you. Since waiting means you surely will be out of the money, I do something. Busting the line is a last resort but if there's no other choice I do it and hope nobody busts me while I'm at it!

The experts always offer one bit of advice: Get up on the pegs. It hardly seems to matter what situation is involved, the advice is the same. It's good advice. The more you stand up, the faster you'll go and the less you'll fall. Some enduro bikes are constructed so that they're all but uncontrollable when the rider is plopped in the seat. This strikes me as a bit extreme and I for one don't care for that type of bike, but it's not a bad idea. Standing accomplishes three things. First, it lowers the center of gravity of the combination of you and the machine. As far as the machine is concerned, when you're standing all of your weight is concentrated at the footpegs. Quite a few riders have spent a great deal of money cutting their frames apart and welding inserts in the tubes to lower the engine, and thus the C. of G., an inch or so. I wonder how many of them realize that they can lower the center of gravity several inches just by standing on the pegs? If your physics is a bit weak and you don't understand what is meant by "center of gravity," consider an Egyptian pyramid and a telephone pole. A telephone pole is quite high and its weight is uniformly distributed. Its center of gravity will be right about the center of the pole. Making it stand up by itself would be quite a job. The pyramid, on the other hand, has most of its weight right near the bottom and it's almost impossible to tip it over. You want your bike to be like the pyramid, not the telephone pole. Weight concentrated low.

The second advantage of riding on the pegs is that when the situation demands, you can fling your weight around quite a bit and influence the course of bike substantially. This wasn't the case a few years back. When the normal enduro machine was a 350 to 400 pound monster, flinging your weight around accomplished nothing except to make you tired. The bike went in the direction it was pointed, flattening everything in its path until it met the inevitable immovable object. Today the rider weighs almost as much as the bike so things happen when he shifts his weight.

The third advantage of standing on the pegs is that your legs act as a secondary set of shock absorbers. This is really more important than it sounds when you consider that as soon as a bike loses its ability to absorb shock (by having its shocks bottom out) the bike is virtually out of control. If your legs act as shock absorbers for your body weight, the bike's shock absorbers have much less to do. If you hit a small ditch or an 8" diameter log while you're sitting in the seat like a lump, your body will take a terrific thump and the bike will have to absorb so much that the frame might break. If you're on the pegs, you can lift the front wheel over and the rear rides over fairly easily because it doesn't have such an enormous amount of weight with which to contend.

One skill that you should learn early in your enduro career is the ability to get the front wheel up at will. Take a picture of an expert rider and the odds are his front wheel will be up in the air. That's how you get over obstacles fast and safely. Gene Cannady wheelies across whoop-de-doos, J.N. Roberts wheelies across creeks and ditches and Jeff Penton wheelies through mud sections. They're all doing the same thing: getting the front wheel up where it doesn't have to take a pounding and where it can't be defected. Doing wheelies is a skill you develop like doing sommersaults or roller-skating backwards. Just practice and fall down a few times.

If you ride all the enduros in the middle and southern California areas you can expect to ride sand, forest trail, mud, water, snow, and lots of rock. Naturally you'll be better at riding the terrain that abounds near your home, so that means if you want to be a good all around enduro rider you must seek out the kind of terrain that you're not good with and ride it until you are. Even in Southern California, you can find mud and water during the winter months and there is sand up north. Don't all faint now, but doing a bit of road riding now and again doesn't hurt anything either. If you ever get into an ISDT type event you may have to race your knobby-tired mudder on asphalt. If it's the first time you've ever been on pavement, you're in trouble.

The most important bit of advice that I can offer a prospective enduro rider is, "Don't stop if you're behind." If you're behind, it's usually because the run is tough or you've had some kind of trouble. You're probably tired or hurt or both. You want to rest and any excuse will do. Dirty goggles, some alteration to your clothes, checking the schedule, some minor bike ailment, all these have tempted me on occasion and I'm sure you can think of others. Just wait till you get tired enough! If you want to be a winner don't stop. Keep going until you're ready to drop in your tracks and then see if you can't gain 6 feet by falling the right direction. I grant you it's no fun riding like that, but who ever said enduros were supposed to be fun? Winning is fun but the other part comes first.

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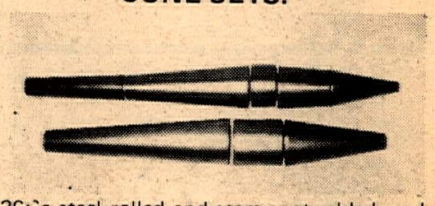

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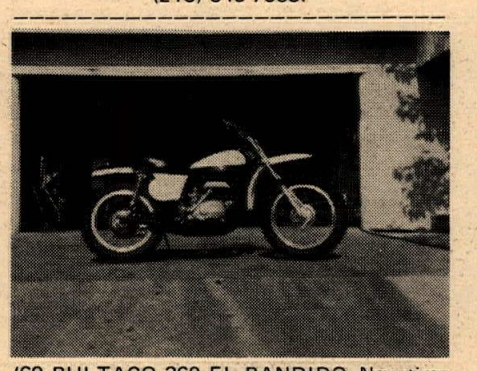

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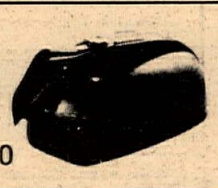

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